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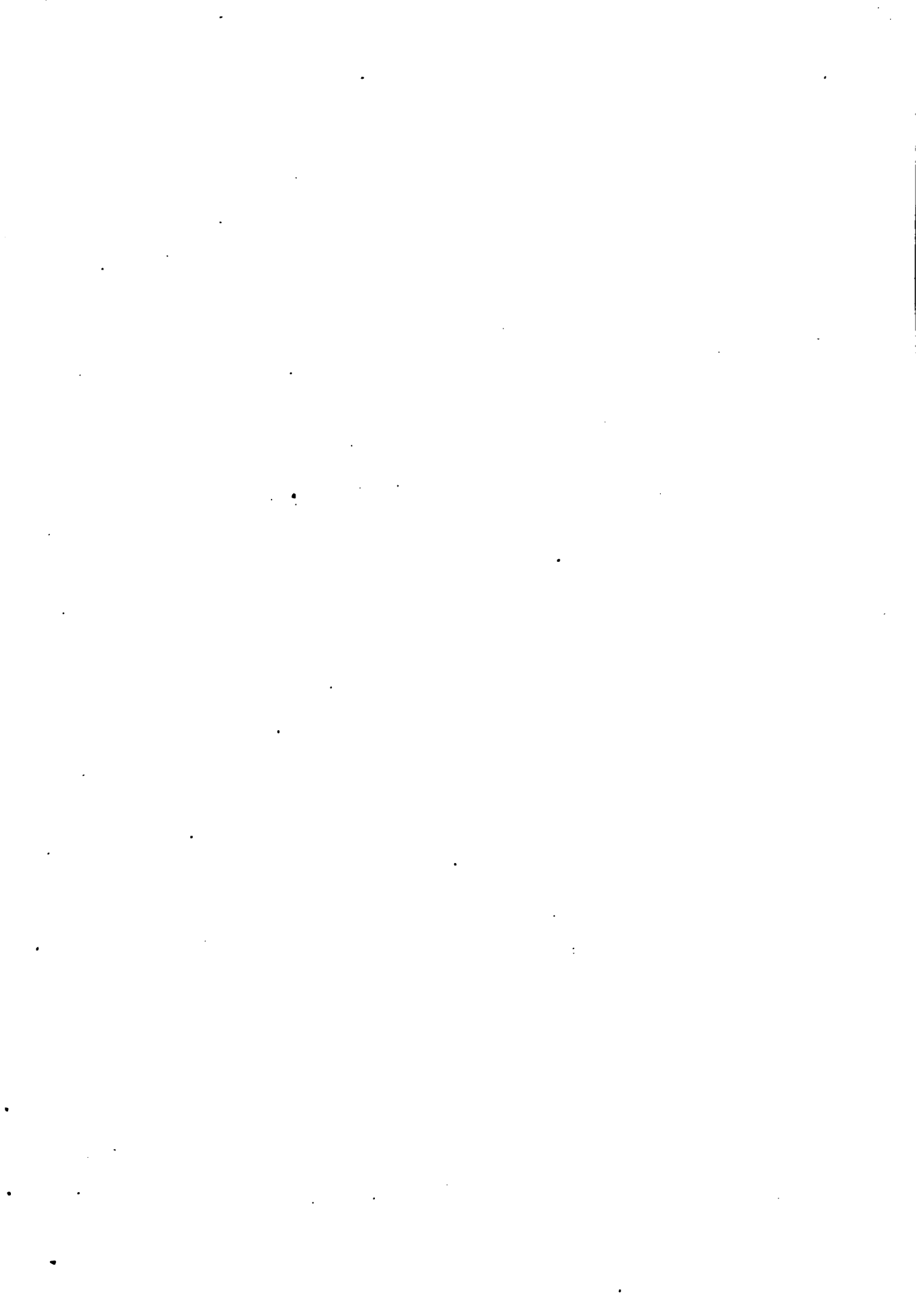


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**PORTLAND
OREGON**

ITS HISTORY AND BUILDERS

IN CONNECTION WITH

THE ANTECEDENT EXPLORATIONS, DISCOVERIES
AND MOVEMENTS OF THE PIONEERS THAT
SELECTED THE SITE FOR THE

GREAT CITY OF THE PACIFIC

By **JOSEPH GASTON**

Illustrated

VOLUME III

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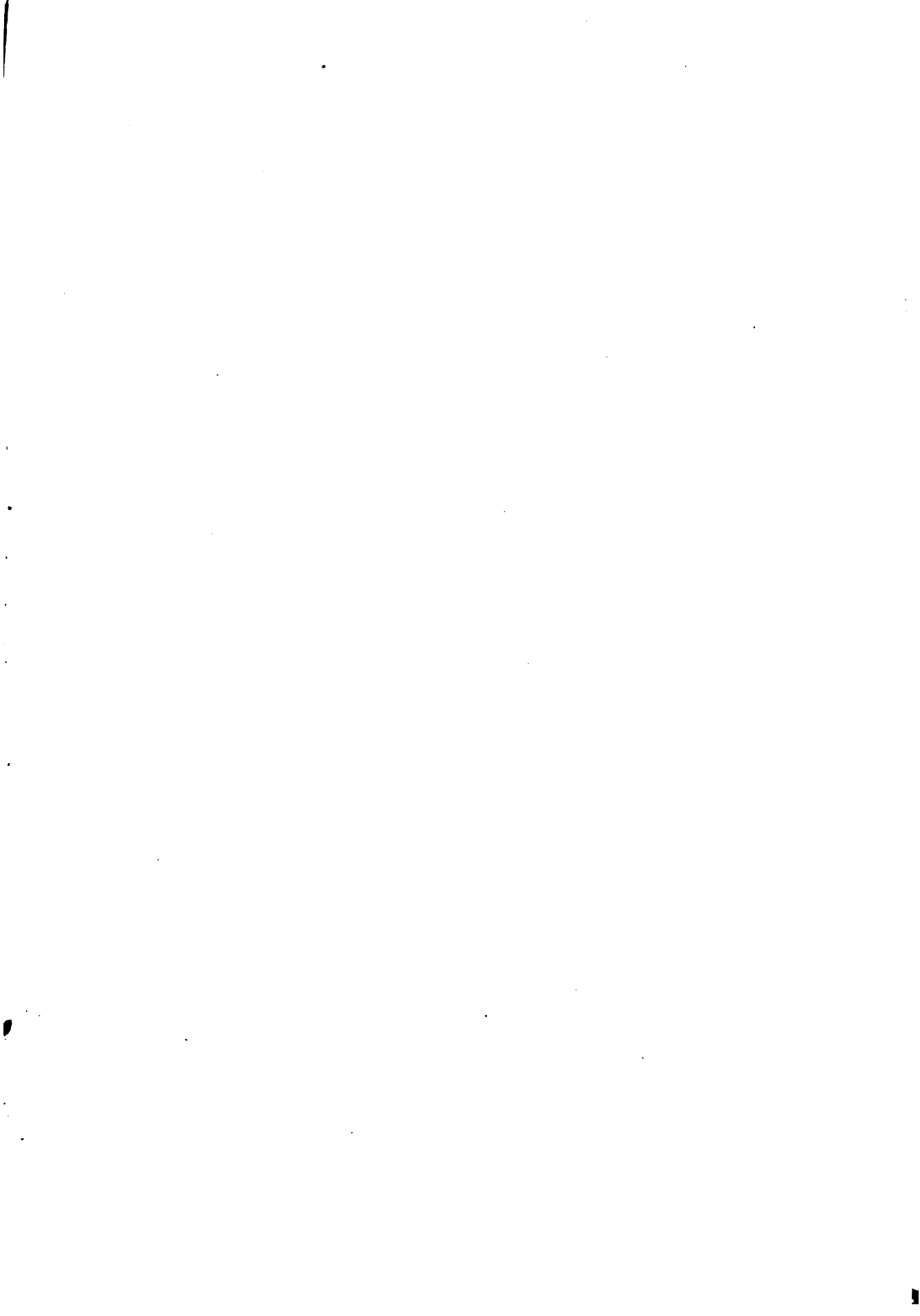
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DONALD MACLEAY

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BIOGRAPHICAL

DONALD MACLEAY.

Donald Macleay, merchant, financier, philanthropist and honored citizen, was born at Leckmelm, Ross-shire, Scotland, in August, 1834. He was educated under a private tutor and in the academy of his native town. At sixteen years of age, owing to a financial reverse to the family fortune, he went with his parents to Canada, settling on a farm near Melbourne, province of Quebec. Mr. Macleay began his business career at twenty years of age when he entered into a partnership with George K. Foster, a merchant of Richmond, a man of excellent business capacity, who had much to do with molding the character of his young partner.

In 1859 Mr. Macleay went to California, where he met William Corbitt, with whom he engaged in the wholesale grocery, shipping and commission business in Portland in 1866 under the firm name of Corbitt & Macleay. Their efforts were rewarded by almost immediate success, the business growing so rapidly that by 1870 they had become one of the leading firms of the northwest. With one exception, they were the first exporters of wheat from Oregon to England, sending the first cargo on the Adeline Elwood in 1870. They were also among the first to perceive the future of the salmon trade and in 1873, together with J. G. Megler, engaged in the packing of salmon on the Columbia river at Brookfield and later at Astoria and were the pioneer exporters of Oregon salmon. In 1872 the firm began an extensive trade with China, Australia and the Sandwich islands, purchasing several vessels to accommodate this trade, the venture proving gratifyingly profitable. With absolute faith in Portland's future, Mr. Macleay early began investing his surplus earnings in city real estate and the enormous increase in values in recent years amply demonstrates the soundness of his judgment.

Mr. Macleay was always a progressive, public-spirited citizen, and if great success came to him he was always generous with his time and means in aiding any enterprise that spelled prosperity for his adopted city or state. Through his efforts millions of foreign capital were invested in Oregon. He served for many years as local president of the Oregon & Washington Mortgage Savings Bank of Dundee, Scotland, likewise as director and chairman of the local board of the Dundee Mortgage & Trust Investment Company, of Scotland.

The work incident to the development and continuance of the business which the firm of Corbitt & Macleay represented comprised but a small part of Mr. Macleay's activities. He was interested as stockholder and director in a score of important enterprises which owed their success in no small degree to the stimulus of his business genius, and his conservatism and strength were a controlling element in the security and integrity of many of the city's financial operators and institutions.

He served as director in the Oregon & California Railway Company; the Portland & Coast Steamship Company; the Portland Telephone & Electric Light Company; the Anglo-American Packing Company; the Portland Cordage Company; the North Pacific Industrial Association; the Portland Mariners Home; the Salem Flouring Mills Company; was for a time vice president of the Oregon & Cali-

ifornia Railway Company; and various other corporations received the benefit of his acumen and experience. He retired from the wholesale mercantile business in 1892, prior to which he was largely instrumental in the organization of the United States National Bank, of which he was president for several years and guided it safely through the financial panic of 1893, which brought disaster to so many banks and other financial institutions of the country. About a year later he was obliged to relinquish the presidency to go abroad on account of failing health.

The city of Portland was in countless ways enriched by his exertions in its behalf. Whatever tended to the upbuilding of its institutions whether commercial, social, educational, religious or charitable, always found in him ready support and encouragement. He was elected president of the Board of Trade in 1881 and was re-elected by acclamation for many succeeding years, during which time he was largely instrumental in inducing the United States government to build the jetty system at Columbia river bar.

His position on any question of public policy was never one of hesitancy or doubt. His business, social, private and public life were above reproach, and his honesty of the character that needed no profession but made itself felt upon all with whom he came in contact. Though essentially a man of business, he took great pleasure in the social side of life. He was for a number of years president of the British Benevolent and St. Andrews Societies of Portland, to both of which he contributed liberally. He was one of the founders and charter members and for a time president of the Arlington Club. The Clan Macleay was named after him. He was one of the founders of the Chamber of Commerce.

Mr. Macleay was married March, 1869, to Martha, daughter of John Macculloch of Compton, Canada. She was a devoted Christian, a woman of cultivated mind, whose kindness, charity and benevolence endeared her to all who knew her. She died November 22, 1876. Mr. and Mrs. Macleay became the parents of four children: Barbara Martha, Edith Macculloch, Mabel Isabel and Roderick Lachlan. They were throughout their residence in Portland members of the First Presbyterian Church.

Donald Macleay died July 26, 1897. He had the satisfaction of living to see the place which he had found a mere struggling frontier town grow to a splendid city of one hundred thousand people and of feeling that he had contributed largely to that growth. He was a man of sound judgment, clear perception and industrious habits, but underneath and as a basis on which these qualities rested and which furnished the chief cause of his success, was his sterling integrity, fidelity to principle and tenacious adherence to them in every-day life. In all his relations he was at once honest and honorable. Remarkably successful in the accumulation of wealth, one of his greatest pleasures was to fill the hand of charity when ever extended in a worthy cause, and he was a most active factor in the establishment of the charitable, educational and religious institutions of the city. An enthusiastic advocate of the city's park system he gave Macleay park, a tract of one hundred and seven acres of land as an addition to the park system of the city. No man in Portland enjoyed a higher respect or held deeper regard from his fellow citizens. Few men have lived and died in Portland whose loss was felt more acutely or whose death more sincerely was mourned.

JOHN S. SEED.

John S. Seed, a general contractor in brick, stone and steel construction, is one of the pioneers in this field of building operations in Portland, where he has resided for about thirty years, arriving in 1879. For the first two years he worked as a journeyman and then began contracting on his own account. The years have marked his continuous progress and he has long been regarded as one of the foremost representatives of building construction in the city. His

birth occurred in Bloomington, Illinois, September 20, 1858, his parents being John and Mary Jane Seed, the former a machinist by trade. The son pursued his education in the public schools of Peoria, Illinois, for when he was quite young the family left Bloomington. Later he went to Wilmington, Delaware, and it was there that he learned the builder's trade. He continued his residence on the Atlantic coast until 1879, when he came to Portland, at which time there were no railroads in the city. He, therefore, made his way to New York and sailed for the isthmus of Panama, which he crossed by rail, embarking from the western coast for San Francisco, from which point he proceeded by boat to Portland. It was chance that kept him from becoming a passenger on the *Great Republic*, which on that voyage was wrecked at the mouth of the Columbia river. For two years after reaching this city Mr. Seed worked as a journeyman, being first employed on a building at the northeast corner of Front and Ash streets. Later he was engaged on the construction of a building at the southwest corner of Front and Davis streets and he also built the Lincoln high school and the Labbe building, the latter being one of the old landmarks of the city—a three story brick building, situated on the northwest corner of First and Pine streets. The last two were erected in 1883 and Mr. Seed was at that time in partnership with Thomas Mann, one of the old time pioneer contractors of Portland, of whom extended mention is made elsewhere in this work. Later important contracts were awarded Mr. Seed and he thus became an active factor in the building operations of the city. He was the builder of the first Presbyterian church and many other prominent and substantial structures of Portland stand as evidences of his skill and ability in his chosen field of labor. At different times he has been associated with various partners and in these connections has been awarded contracts on the building of the Myer & Frank block, at the corner of Sixth and Washington streets, and the Stearns and the Mohawk buildings. He was alone in business when he secured the contract for the erection of the Lewis building on Park and Morrison streets. He also erected the Failing building and during the time he was associated with John Bingham he erected the first pressed brick block that was ever built in Portland. This was the Smith Kearney building, on First between Alder and Morrison streets. The brick was brought from Philadelphia, at a cost of one hundred dollars per thousand and it is still standing, a fact which indicates the substantial nature of its construction. He also built the approach to the state house at Salem and the stockade or wall around the state penitentiary, being at that time in partnership with Mr. Bingham. As the years passed, his fame as a skilled and reliable builder spread abroad and his services were sought in various sections of the northwest. He was awarded the contract for the building of the state capitol at Boise City, Idaho, and he did the brick work on the Young Men's Christian Association in Portland. He is now building a six story apartment house, fifty-four by one hundred feet, for the Reed Institute, the rental from the apartments being a source of substantial income to the institution.

Mr. Seed was married in 1880 to Miss Mary Irving, and they had one child, John, who was a student in the Chicago School of Art and later attended Mark Hopkins Institute in San Francisco, California, while at the present time he is connected with the *Journal* as an artist.

In 1904 Mr. Seed wedded Mrs. Helen Jennings, a daughter of Captain G. A. Gore, who was an old river captain and commanded the Northern Pacific transfer boat at Kalama. He was the first man to bring a steamer over the rapids at the Cascades. By her former marriage Mrs. Seed had a son, D. V. Jennings.

Since age conferred upon him the right of franchise Mr. Seed has given his political support to the republican party, and the questions and issues of the day find in him an interested student. He belongs to the Knights of Pythias fraternity, the Benevolent and Protective Order of Elks and has at-

tained high rank in Masonry, holding membership in the lodge, chapter and commandery and in Al Kader Temple of the Mystic Shrine. His interest in the order is indicated in the progress he has made through the different degrees and in his life he exemplifies the beneficent spirit of the craft. His success in business is perhaps largely attributable to the fact that throughout his life he has continued in the line in which he embarked as a young tradesman. The exercise of activity is keeping him alert and he is ever interested in all that pertains to building operations, employing the most progressive and modern ideas in the construction of the buildings of Portland and elsewhere that stand as monuments to his skill, proficiency and business integrity.

JOSEPH M. HEALY.

Joseph M. Healy, of Portland, whose attention is now given only to the supervision of his invested interests, was born in Vancouver, Washington, on the 6th of February, 1868, a son of the late Patrick and Cecelia Healy. After completing his education in St. James College of his native city, he entered business life as a clerk and remained in the employ of others until 1898. In the meantime he had been gaining valuable experience, possessing an observing eye and drawing from each new duty and experience the lesson which it contained. He thus came well equipped to his new undertaking—the conduct of a real-estate and brokerage business. He had thoroughly informed himself concerning property values in Portland and his knowledge thereof was supplemented by incorruptible integrity and keen business acumen. Moreover, he had faith in Portland property as a safe and remunerative investment so that he had no difficulty in convincing others of its worth. He met with notable success from the very inception of his business, handled extensive realty interests and important commercial paper, and negotiated property transfers on such an extensive scale that after twelve years of close application to and capable management of his business he was able to retire.

Mr. Healy built the first steel construction building on the east side of the Willamette, being the four story building on the southwest corner of Grand avenue and East Morrison street, which still bears his name. He was also one of the original builders of the United Railways which is now being developed by the Hill system of interurban railways. He is one of the directors of the Merchants National Bank of this city, and maintains an office in the Board of Trade building for the direction of his personal interests.

Mr. Healy is an interested and active worker in the Catholic church and holds membership with the Knights of Columbus and Catholic Order of Foresters, and is also a member of the Arlington and Commercial Clubs.

J. C. AINSWORTH.

J. C. Ainsworth, of Portland, financier and business promoter, who is identified with many corporate interests, has contributed materially to the development and upbuilding of the Pacific country. Portland is proud to number him among her native sons. He was born in this city, January 4, 1870, of the marriage of Captain J. C. and Fannie (Babbitt) Ainsworth, and completed his education in the University of California, from which institution he was graduated with the degree of Bachelor of Science in 1891. He afterward pursued a special course in electrical engineering in the same institution. His early business training was received in the Central Bank of Oakland, California, which his father had previously established, and in 1894 he entered banking circles



JOSEPH M. HEALY

in Portland, Oregon, becoming identified with the Ainsworth National Bank, of which he was chosen president. The bank was capitalized for one hundred thousand dollars and as its chief directing force he maintained a safe conservative policy that made it one of the strongest moneyed concerns on the coast. In 1902 he merged the Ainsworth Bank with the United States Bank under the name of the latter, which was then capitalized for two hundred and fifty thousand dollars, while later the capital stock was increased to three hundred thousand dollars. He yet remains president of this bank, which now has a capital and surplus of over one million eight hundred thousand and deposits of some eleven millions and which has always been kept abreast with the most modern and progressive financial policy commensurate with the best interests of the institution.

A man of resourceful business ability, Mr. Ainsworth has improved his opportunity for judicious investment in many other important business enterprises and his efforts have constituted a valuable element in the successful control of various corporations of the west. He was instrumental in organizing the Fidelity Trust Company Bank of Tacoma, capitalized for five hundred thousand dollars, and in 1902 he succeeded Colonel C. W. Griggs as president of the company. He is also the president of the Oregon Telephone & Telegraph Company with a capital stock of five hundred thousand dollars and is assistant secretary and treasurer of the Pacific States Telephone & Telegraph Company, which has a capital of fifteen million dollars, while its lines extend from Mexico to Alaska. His keen business discernment has led to his cooperation being sought in the upbuilding of many of the important business projects of the coast. He is now treasurer of the Portland Railway Company and his name is on the directorate of the Portland Hotel Company, the Portland General Electric Company, the Portland Street Railway Company, the Pacific States Telephone & Telegraph Company, the Los Angeles & Redondo Railway Company, the Oregon Railroad & Navigation Company and many others.

On the 26th of June, 1901, in Portland, Mr. Ainsworth was married to Miss Alice Heitshu, who is a native of California, and, moving in the highest social circles, their home is the scene of many delightful social functions. Mr. Ainsworth holds membership in the Presbyterian church and the Arlington Club, of which he was formerly president, and his political allegiance is given to the republican party. While he is numbered among the most successful men of the northwest, he has never regarded the pursuit of wealth as the sole end and aim of life but has found time and opportunity for activity in other lines which touch the general interests of society, cooperating in many movements for the public good and upholding at all times those interests which are in Portland a matter of civic virtue and of civic pride.

JAMES BYBEE.

James Bybee, eighty-three years of age, is still giving personal supervision to the conduct of his farm of one hundred acres in Clarke county. His has been a well spent life and frontier experiences of every kind are familiar to him, for he dates his residence upon the Pacific coast from 1850. A native of Kentucky, Mr. Bybee was born in 1827 and was reared in Monroe county, Missouri, where he lived upon a farm until 1850. He then joined the emigrants who were making their way to California in an almost endless wagon train across the plains. He journeyed with mule teams and pack horses and after reaching his destination remained until November on the middle fork of the American river, engaged in mining. On account of the illness of his brother, William Bybee, he came to Oregon, the trip being made by sailing vessel to Astoria, from which point they proceeded up the Columbia in a small boat to Portland.

Indolence and idleness have ever been utterly at variance with the nature of James Bybee and he at once sought opportunity for the exercise of industry and diligence—his dominant qualities. He rented land on Sauvies Island, where he and his brother raised potatoes, which they shipped to California. So few people were then engaged in farming that all grain and market products brought a high price and the brothers made two thousand dollars a piece that year. James Bybee afterward lived upon a farm at the mouth of the Willamette, where he took up a claim and engaged in the dairy business. He then went to Jacksonville, Oregon, on a mining trip but remained only a short time and in 1862 proceeded to eastern Oregon, settling at Auburn on Powder river. There he conducted a store and did freighting but after six months he sold out there and returned to his farm, upon which he remained until 1868, when he removed to Clarke county, Washington, trading his claim for three hundred and twenty acres of land in Clarke county. This was mostly covered with timber but he cleared one hundred acres and at the same time continued general farming as the land was prepared for the plow. Prospering in his undertakings, he also added to his holdings, purchasing another tract of two hundred and thirty acres. However, he has since sold all of his land save one hundred acres upon which he resides and which constitutes one of the valuable properties of this locality. He has eight acres of fruit upon his place and other good improvements but expects soon to leave the farm, for he is building a residence in Vancouver which he intends to occupy.

In 1855 Mr. Bybee was married to Miss Eudora Sturgis, of Illinois, and of the nine children born to them seven are yet living: Gay, a resident of Vancouver; Mrs. Carrie Westfall, of Idaho; William, who is located in Sacramento, California; Mrs. Minnie Matchett, of Portland; Mrs. Addie Seward, also of Portland; Mrs. Eudora Snorer, at home; and Charles, of Vancouver. The wife and mother died in 1894 and in 1900 Mr. Bybee married Mrs. Ellen Day, of Portland, a native of Indiana. His home is situated ten miles from Vancouver, on the middle road, and two and a half miles from Fisher's Landing. His has been a busy, active and useful life and his success is attributable entirely to his own labors and his recognition and utilization of opportunities.

AMES-HARRIS-NEVILLE COMPANY.

Every successful business enterprise adds to the stability, material development and financial standing of a city. The house of Ames-Harris-Neville Company, has long been known in Portland in connection with the manufacture of burlap, cotton bags, twine, rope, etc. The business was established about 1860 in San Francisco, California, by E. Detrick & Company, and was conducted under the name until 1883, when partnership relations were entered into and the style of Ames & Detrick was assumed, owing to the admission of J. P. Ames, of Oakland, as a partner. Business was conducted at San Francisco until 1884, when they established a branch in Portland. They continued to operate under the name of Ames & Detrick until 1893, when the Detrick interests withdrew and the firm became Ames & Harris, E. F. Harris, now deceased, purchasing an interest in the business at that time. The headquarters of the firm have always been in San Francisco, California. In 1898 the firm of Ames & Harris was incorporated, and the corporation was conducted until 1906, when they purchased the business of Neville & Company, of San Francisco, and the Neville Bag Company, of Portland, who had been one of their chief competitors. The merged interests were then incorporated under the present style of the Ames-Harris-Neville Company.

The present officers of the corporation are: J. H. Ames, of San Francisco, president and treasurer; Everett Ames, a brother of J. H. Ames, first vice president and manager of the Portland branch; L. W. Harris, of San Francisco, second vice president; John J. Valentine, of San Francisco, secretary. The capital stock is about five hundred thousand dollars. At the Portland branch from one hundred and fifty to two hundred hands are employed in the factory and office, which is located at Fifth and Davis streets.

DAVID S. STEARNS.

David S. Stearns, engaged in the real-estate business in Portland, is numbered among Oregon's native sons, for his parents were among the earliest settlers of the state. He was born in Medford in 1857 and following the removal of the family to Portland he continued his education in the old Central high school, situated on the present site of Hotel Portland. He afterward learned the trade of iron molding with John Nation, who had a stove foundry on the present site of the Inman-Poulsen Lumber Mill. He continued in that business until about 1882, when he turned his attention to the cigar business, which he conducted for two years. He was afterward engaged in the newspaper business as route agent and later as advertising solicitor but in 1887 turned his attention to the real-estate field, in which he has since operated with the exception of about a year, when he filled the office of city assessor by appointment of the late Mayor Mason. He is thoroughly informed concerning property values and has negotiated many important realty transfers, having secured a large clientage in this line.

On the 17th of February, 1884, Mr. Stearns was united in marriage to Miss Mattie A. Wilkinson, a daughter of Isaiah Wilkinson, a veteran of the Civil war, who died at Evansville, Indiana, from illness contracted while in the army. Her mother's people were early pioneers of Oregon. Unto Mr. and Mrs. Stearns has been born a son, David Lloyd, now attending the Hawthorne school. Mrs. Stearns is a member of the Taylor Street Methodist church and is much interested in its work. Mr. Stearns is a son of the Rev. Samuel E. Stearns, long a prominent home missionary of the northwest and is a twin brother of Gustavus Stearns. They are the oldest living twins born in Oregon. Both David S. Stearns and his wife have a wide acquaintance in Portland and the friendship of the great majority who know them is cordially extended.

GEORGE A. WHIPPLE.

Prominent among those who are extensively and successfully engaged in farming in the vicinity of Vancouver George A. Whipple is numbered. He was born November 16, 1854, on the donation claim at Ridgefield which his father secured on coming to the northwest. He is a son of S. R. Whipple, a prominent pioneer resident of this section. He was born in Oswego county, New York, in 1823, and there resided until twenty-one years of age, when he went to Wisconsin. Subsequently he became a resident of Illinois, settling at Batavia, Kane county, where he engaged in farming, developing his fields there until 1852, when he joined the emigrants who in an almost endless wagon train were crossing the plains, the slow plodding oxen carrying their provisions and household effects on the long journey over the prairie toward the mountains and the fertile valleys of the Pacific coast country. S. R. Whipple made his way direct to Vancouver and took up a donation land claim twelve miles from that city at Ridgefield. There he lived until 1862, when he returned to Vancouver and lived retired until 1905. In that year he went to Los Angeles, Cali-

foria, where his death occurred in February, 1907, when he had reached the age of eighty-four years. He had been married in Illinois in 1849 to Miss Charlotte Louisa A. Lambert, the wedding being celebrated at the home of Governor Bross. The death of Mrs. Whipple occurred in Vancouver in 1884. In their family were three children, of whom all survive, namely: Dr. Ella Whipple Marsh, who is living at Long Beach, California; Mrs. Charlotte Elizabeth Brown, of Los Angeles, California; and George A., of Vancouver.

The last named, as previously stated, was born upon his father's claim at Ridgefield and was there reared to the age of eight years, when he accompanied his parents to Vancouver, where he continued until he attained his majority. During that period he attended the Vancouver Seminary from which he was graduated with the class of 1873. He was also a student in the Willamette University and taught school for several years. In 1877 he purchased two hundred and eight acres of land ten miles northeast of Vancouver about five miles north of Fisher's Landing. Since that time he has purchased an additional tract of two hundred acres and, having sold only fifteen acres, is still the owner of a valuable farm of three hundred and ninety-three acres. This was an unbroken wilderness when it came into his possession, destitute entirely of improvements, and the excellent appearance of the place indicates his well spent life and practical industry. He has cleared one hundred and fifty acres for the plow and one hundred acres for pasture land, has brought his fields under a high state of cultivation, has put good stock upon the place and has erected substantial buildings, including the three fine residences occupied by his two sons and himself. He raises grain and hay and has five acres planted to orchard and is also successfully engaged in the dairy business.

The year after making his first purchase—1878—Mr. Whipple was married to Miss Clara Nevada Marsh, a daughter of Samuel P. Marsh, of Vancouver, who was a pioneer here and prominent in the early days of development and progress on the coast. They have four children: L. Marie, who is a teacher and resides at home; George Eugene and Lloyd G., who are associated with their father in business; and Charlotte Ruth, who is teaching music. The children have all been provided with excellent educational privileges and are graduates of the Willamette University at Salem, Oregon. The family is a prominent and cultured one of Clarke county, having a wide and favorable acquaintance in this locality, and their home is justly celebrated for its warm-hearted and cordial hospitality. Since 1852 the name of Whipple has been an honored one in this locality and has in large measure represented unfaltering activity and enterprise in the agricultural development of Clarke county.

CAPTAIN WILLIAM H. SMITH.

Captain William H. Smith, a retired steamboat man of Portland, identified with transportation interests on the Willamette and Columbia rivers since 1854, was born in London, England, June 16, 1831, his parents being Richard and Elizabeth Smith, both of whom died in England, where the father had carried on business as a wine merchant. Captain Smith attended school in the world's metropolis but at an early age found it necessary to provide for his own support, and worked at whatever he could get that would yield him a living. He saw no chance for advancement, however, and determined to go to sea, so at the age of fourteen years he became an apprentice on the bark Simler, a ship of eight hundred tons bound for Bombay, Calcutta. Abuse and hardships met him in that connection, however, and when he again reached London fifteen months later he left the Simler and shipped on the Blond as an ordinary seaman. In

this way he made a trip to Sidney, Australia, and was also connected with the coast trade between Sidney and Newcastle as a sailor. The return voyage to London was made on an old wooden ship, the Solsett. At that time he determined to ship as an American seaman, and through the influence of a Mr. Massey, of London, he secured a position on the Margaret Evans, a fine ship of two thousand tons, on which he crossed the Atlantic to New York as an ordinary seaman. He afterward made a voyage from New York to New Orleans on another American vessel and subsequently sailed to Harve in the English channel, returning thence to Boston, Massachusetts. In that city he found his uncle, Thomas Smith, and family, who were then arranging to go to Oregon and asked Captain Smith to accompany them. He did not think it wise to go at the time but promised to meet them there later. Two more years were devoted to a seaman's life, during which he made a trip to the Spanish Main and to England. Gradually he had worked his way upward on shipboard, becoming acquainted with every duty that falls to the lot of the seaman. In fact his ability excited that of many others on shipboard and accordingly he was offered the position of third mate, but desire to try his fortune in Oregon prevented him from accepting.

When the Clipper ship Searine weighed anchor in the harbor of New York in 1853, bound on the long voyage to California, he was among the crew, but at the end of the trip, which consumed ninety-six days, he left that ship at San Francisco and engaged as watchman on the Columbia, a steamship. In January, 1854, he arrived in Oregon and hunted up his uncle with whom he lived at Chanapoeg until the following spring. His training and preference, however, made him a seaman, and with the opening of navigation he engaged on the Enterprise, a good steamboat on the Willamette river. He has followed the river almost continuously since on many different boats and is well known to all the old river men. At one time he purchased a farm near Chanapoeg but later sold it and purchased another tract of land on the French prairie. He was very successful in raising crops, but there was no market for the product at that time and, abandoning agricultural life, he returned to the river. He is now in possession of a very fine watch which was presented to him by the citizens of Portland for faithful services which he rendered in helping to raise the United States ship Charleston, the time piece being presented him on the 20th of May, 1892.

At Oregon City, in June, 1855, Captain Smith was united in marriage to Miss Margaret Ann Weston, who was born at Little Rock, Arkansas, and came to Oregon with her parents in 1853, the journey being made across the plains with ox teams. They traveled for six months ere reaching Marion county, Oregon, where they located. Thus Captain and Mrs. Smith both have long been residents of this state and are numbered among its honored and worthy pioneer settlers. Their family numbered twelve children, but the two eldest, Emily and Richard, died in childhood. The others are as follows: Augusta F., who married Frank Rittenour, of Portland, by whom she has four children, Fred, Harry, Lulu and George; Anna, the wife of B. F. Hedges, of Portland, by whom she has one son, B. T.; Ephraim D., who married Rose Luke and resides in Portland; Mary, who wedded C. H. Hawks, and has one child, Raymond; William E., of Astoria, who married Nannie Holt and has two children, Clyde and Emery; Alfred, who married Rose Bernier, both of whom are now deceased, their two children, Chester and Alfred, residing with the subject; Hattie B. and Edith J., both at home; Kathrine M., who wedded E. C. Dick, of Portland, and has five children, Donald, Ellenor, Franklyn, Charles and Colman; and Edward L., who married Ellen Fichner, and with their three children, Dorothy, Edward and Mildred, reside in Portland.

Captain Smith is a member of the Masonic fraternity and is a firm believer in the spirit and principles of that organization. His active service as a riverman, however, has prevented him from taking active part in fraternal or political interests. He is well known among those who have in any way been connected with the shipping interests of this section, and has lived to see remark-

able changes in navigation from the early days when sailing vessels brought passengers around the Horn to the Pacific coast. He can relate many interesting incidents of the early days and no one rejoices more keenly in the progress that has been made as the years have gone by than does Captain Smith.

ROBERT BRUCE WILSON, M. D.

Robert Bruce Wilson, eminent physician and surgeon, honored pioneer, educator and prominent factor in Portland's early development, was a native of Portsmouth, Virginia, born June 12, 1828. His early education was gained in the schools of his native city. He studied medicine at the University of Virginia and after graduation supplemented his college course by service in the hospitals of Philadelphia.

In 1849 he was attracted to California by the gold excitement of that year. Settling in San Francisco, he engaged in practice for about six months, when he accepted the position of ship surgeon on the steamer, Gold Hunter, plying between San Francisco and the Columbia river. In December, 1850, he came to Portland and, being impressed with its future possibilities, decided to locate here permanently.

From the date of his arrival, Dr. Wilson labored most industriously in his profession, built up a large practice in Portland and gained as well an enviable reputation throughout the state and the northwest. He was the first physician of distinguished ability and education to settle in and grow up with the city.

Personally he was a fine type of the cultured southern gentleman. He was for many years looked upon as the dean of the medical fraternity and was a potent factor in the social and civic life of early Portland. His activities covered a period of thirty-seven consecutive years with the exception of three years, which he spent in an extended tour of travel and research in Great Britain and Europe.

Dr. Wilson married in 1854, Miss Caroline E. Couch, the eldest daughter of Captain John H. Couch, and they became the parents of seven children, three sons and four daughters: Dr. Holt C. and Dr. George F., prominent Portland physicians, Mary Carrie, wife of Walter J. Burns; Virginia; Clementine; Maria Louise; and Robert Bruce.

Dr. Wilson died August 6, 1887. His was the satisfaction of having lived to see Portland grow from the struggling frontier village as he found it to a prosperous and beautiful modern city and to feel a just pride in having contributed in no small degree to its transformation. The loss of few of the city's pioneers has been more acutely felt or more sincerely regretted.

MAJOR ALFRED F. SEARS.

To a great majority business activity indicates the concentration of effort in a single place. The profession to which Major Alfred F. Sears turned his attention, however, called him to various sections not only of the United States but also of Mexico and various South American countries. As a civil engineer his labors were of inestimable value in promoting railway and business projects that have been of the utmost worth in developing the different sections in which he has labored. He has come to an honored old age, for he has traveled life's journey for eighty-four years—years in which mental development has been a continuous force in his life, the precious prize of keen intellect remaining his to the present day. Advanced scientific attainments have gained him prominence in his chosen field of labor, and with a mind receptive and retentive, he has



DR. R. B. WILSON

also gleaned in his travels knowledge of far-reaching purport and interest concerning the lands he has visited and the peoples among whom he has lived. He was born in Boston, Massachusetts, November 10, 1826, and is descended from Pilgrim Revolutionary stock. His great-grandfather, Zachariah Sears, of Yarmouth, Cape Cod, was a lieutenant of militia in 1776, although then seventy-two years of age. His grandfather, Joseph Henry Sears, when but fourteen years of age, joined the regiment commanded by Colonel Nat Freeman, of Yarmouth, and served with the American troops in Rhode Island. His father, Zebina Sears, inherited the family passion for liberty and in 1816 commanded the brigantine Neptune, a cruiser in the service of the states of La Plata, then engaged in their war for independence from Spain. He made three successful voyages between New Orleans and Buenos Aires with men, arms and ammunition for the patriots, but was finally captured by a Spanish frigate which he fought until his own ship was sunk. He was taken to Spain for trial and sent for life to the penal colony of Melilla, on the coast of Morocco, from which he at length made his escape by aid of brother Masons, and eventually reached Boston.

Major Alfred F. Sears, the fourth in a family of seven children, pursued his education in the public schools of his native city, where he won a Franklin medal for scholarship on graduation from the Winthrop school in 1841. He then entered the English High school and was graduated with the class of 1844. The following year was spent in a mercantile counting house, and another year in an architect's office, but preferring outdoor life he took up civil engineering, for which he was well adapted. He had pursued a special course in mathematics from Master Sherwin, of the high school, and this proved a good foundation for further preparation for his chosen profession.

On the 8th of June, 1846, he entered upon active business connection with the profession at the Boston water-works, under the distinguished civil engineer, E. S. Chesbrogh. He was afterward connected with the Cheshire Railroad of New Hampshire and subsequently became resident engineer of the Baltimore & Ohio Railroad, under the late Benjamin H. Latrobe.

At the outbreak of the Civil war Major Sears was acting as surveyor of Newark, New Jersey. He resigned in June of that year to raise a company which was afterward enrolled as Company E, First New York Volunteer Engineers, and in October was sent to Hilton Head, in the expeditionary corps for the capture of Forts Beauregard and Walker. After about a year Captain Sears was stationed with his company at Hilton Head in hard service and also in the initial work of investing Fort Pulaski. In that connection he located and built the battery in the rear of Pulaski on Jones island in the Savannah river, known as Fort Vulcan, thereby cutting off all communication by steamer between the fort and the city of Savannah. He also destroyed three-quarters of a mile of telegraph line between these points. He was next sent to Florida on important service and following his return rejoined his company. After the battle of James island on the 16th of June, 1862, he was ordered to Fort Clinch, Florida, to prepare the fort for defense against land attacks. Shortly afterward he came north to confer with General Totten, the chief engineer of the army, and during the visit, in October, 1862, through special dispensation of the grand lodge he was made a Mason in Kane Lodge of New York city. A week later he returned to Florida where he remained until December, 1865—six months after the muster-out of his regiment—when he returned to Newark, New Jersey, having in the meantime been promoted to the rank of major. He was the only volunteer officer of engineers who was permitted to report directly to the chief engineer of the army at Washington.

Following his return to the north, Major Sears was employed as assistant engineer of the Newark (New Jersey) water works, being engaged chiefly in building the Belleville reservoir. Shortly afterward he was elected chief engineer of the Newark & New York Railroad, located that line and also de-

signed and located the first elevated railroad in the United States, passing over the New Jersey Railroad and to the city limits, over twenty blocks. When that road passed into the hands of the New York Central Railroad he was superseded by the chief engineer of that line. Many of the positions to which he has been called in later years have come to him by reason of his power as a linguist, for he is versed in Italian, Portuguese, French and Spanish. He was engaged by an American company to visit Costa Rica where he made preliminary surveys across the continent from the Gulf of Nicoya to Puerto Limon on the Carribean sea, and on his return to the United States was selected as the chief engineer of a railroad in Central New York which he left in 1869 to take charge of the Atlantic division of the Costa Rica Railroad from Puerto Limon to the division line between the oceans. In the following year the Costa Rican government became bankrupt and Major Sears was invited by the late Henry Meiggs, railway king of South America, to visit Peru where he made a contract with the Peruvian government by which he entered the national corps of engineers of which he was a member until 1879. He lived in Peru for seven years, during which period he was appointed inspector of railroads for the government in the north of the republic. He was also chief engineer of the irrigation commission for devising a system of water works and sewerage for the cities of Callao, Paita and Piura. Finally he became chief engineer of the Chimbote, Huaraz and Reouay Railroad, where he remained until the war with Chili had bankrupted Peru.

As his son had settled in Portland, Major Sears, came to Oregon in 1879. Upon his arrival here he was appointed umpire engineer of the Oregonian railway which was then being constructed for a Scotch company of Dundee. Because of his familiarity with the Spanish language, however, he was soon invited to Mexico to become assistant general manager of the Mexican Central Railroad Company, from which position he was called a year later by the Mexican government to take charge as general manager of the Tehuantepec Inter-oceanic Railway. After three months' work, finding the government bankrupt and having received only one month's pay, he became disgusted and returned to Portland, where he has since resided, although frequently visiting the east, Europe and South America.

On again taking up his abode in Portland Major Sears began the practice of his profession here and also soon became a prolific periodical writer and lecturer, appearing several times before the University of the City of New York, the American National Geographical Association of New York, the Brooklyn Institute of Arts and Sciences and the Long Island Historical Society, while on many occasions he has delivered lectures and addresses in Portland. In 1881 he lectured in Portland on the Iron and Railroads of the World, giving an account of an iron street-car he had built in New York in 1856 for the Sixth avenue line and a sixty-passenger car for a New Jersey line to Hackensack, and he said at that time that iron street passenger cars had been in successful use on English roads in India and "they will be in use eventually the world over."

In 1881 he presented to the people of Portland, in the columns of the Oregonian, The Law of Commercial Geography, which has since created discussions in the commercial and scientific worlds, and has been presented in lectures and papers to the geographical societies of the country and the American Society of Civil Engineers, exciting antagonism until it has become accepted as immutable law in the world's economy, namely: It being understood that commerce does not consist in shipping freight from a port, but is simply the exchange of a country's productions for the supplies of the producer, "the commercial metropolis of a region will be that point nearest the producer which can be reached by a deep sea ship."

On the 4th of November, 1900, he published in the Oregonian a letter drawn out by the visit of Mr. Mellen, president of the Northern Pacific Railroad, in which he delivered himself on notions antagonizing his position; the letter concluded with this prophecy: "The Northern Pacific Railroad will be forced into Portland by the most direct route possible. This is simply its helpless fate, on which Portland may sleep. The law of commerce, as I have stated it, is the inexorable, immutable law without exception in the world's economy." In a communication published in the Oregonian on the 12th of May, 1883, he suggested to the port of Portland board as follows: "I can think of no port so analogous in conditions to Portland as that of Glasgow, Scotland." After stating the conditions the letter continued: "If our river is to be kept open it must be done by a board like the Clyde trust, working in the interest of Portland and with her money." Shortly after this he was called to Mexico, but Ellis G. Hughes, who was associated in the Oregonian Railroad Company as attorney, of which Mr. Sears was engineer, took up the matter, visited the legislature and secured the charter for the present organization. This was the origin of the port of Portland commissioners.

In 1889 Major Sears, while engaged as chief engineer of the first electric railway built in the northwest, was urged by the people of Peru to return to the region where he had made irrigation surveys and plans, a very promising concession being made him. He was also called by capitalists to England where a syndicate for the work was formed, but the plans were upset by the failure of the house of Barring Brothers, due to the repudiation by Argentina of her bonds held in England. He then recovered his concession from the English company and tried to organize a company in New York. He had just succeeded when, in August, 1894, the revolution broke out in Peru and the project was abandoned. At the request of eastern capitalists he again secured the concession in 1898 for a party who agreed to put up the necessary guarantee bond but who failed of execution. In the meantime he had expended all of his means in his devotion to an idea, suffering heavy losses in his confidence in unworthy men. He has since lived a retired life in Portland except for some activity in civic affairs.

On the 29th of January, 1850, Mr. Sears was married to Miss Augusta Bassett, the youngest daughter of Paschall Bassett, of Bridgewater, Massachusetts, and descended on both sides from Puritan ancestry. Her mother traced her ancestry directly to Mary Chilton, who was the first woman to land from the Mayflower. Unto Major Sears and his wife were born three children, of whom one reached maturity, Alfred F., Jr., who became a prominent lawyer and was on the bench in Oregon when he died, in 1907.

Major Sears is an honored member of various societies. He belongs to the Sons of the American Revolution, the Loyal Legion, the Grand Army of the Republic, the American Society of Civil Engineers, the National Association of Civil Engineers of Peru and is a corresponding member of the Geographical Society of Lima, Peru.

One who knows Major Sears well has written of him: "He is essentially a polite man, a gentleman in all that the term implies. The real gentleman must possess a kindly nature, a heart bent upon goodness. The manners of Major Sears would adorn any station. I have seen him when general manager of a railroad go the entire length of a railway car to assist a poor Indian peasant woman in raising a car window with which she was struggling. This illustrates the quality of his nature. He is void of selfishness and has in an unusual degree the quality of thoughtfulness for others. He is inclined to diffidence and has been accused of supersensitiveness, yet is not slow to strenuously resist what he deems encroachment upon his rights or those of others in whom he is interested. One of his strongly marked qualities is his ability to win the confi-

dence and the admiration of the humbler classes of both men and women, this frequently taking the form of an expression of admiration for intellectual predominance.

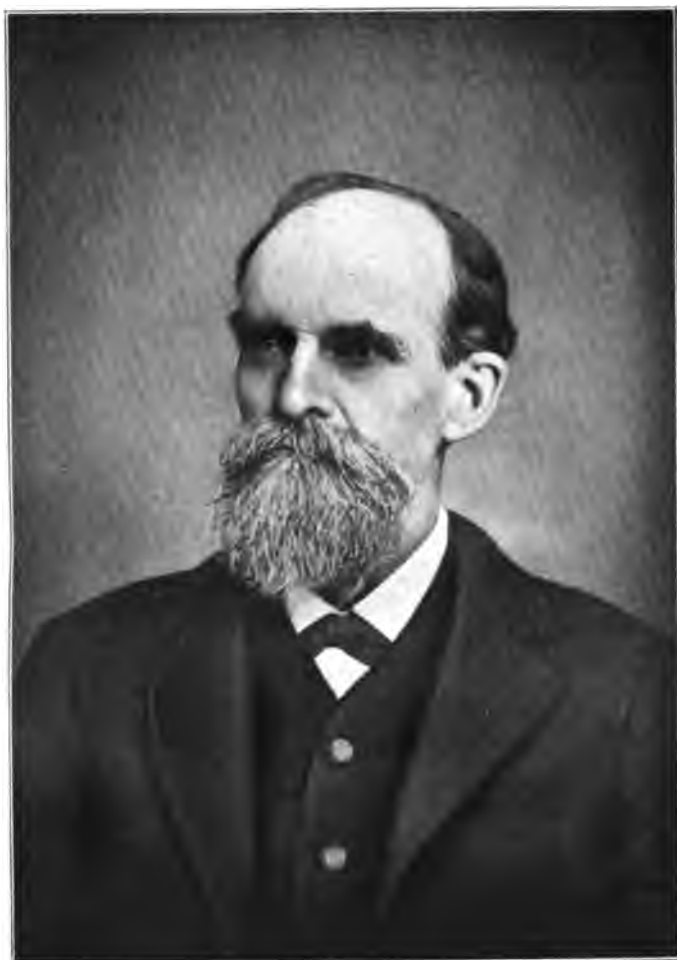
"Passing to a consideration of intellectual qualities, it may be said that Major Sears is especially developed on the side of perception. Had he held office in a parliamentary body he would have been distinguished, nay almost invincible in debate. He has cultivated an exceptionally pure rhetorical style, unique and forceful, rarely surpassed in beauty by men whose life is not devoted to literature. He has been throughout his life a student, more in the lines of science, sociology, philosophy and some branches of politics than in other fields of learning. His temperament is essentially radical, or more correctly, non-conservative. As might be deduced from the few traits delineated above, he has the very structure of the reformer and the philanthropist. The term philanthropist is used here with full appreciation of its meaning. He has been such in both theory and action. If the evidences of his work are not more numerous it is because of the conflicting demands of an exacting and laborious profession and business life which have prevented a constant abiding in one community. He may be said, in truth, through life to have loved his brother man."

WILLIAM P. JONES.

There is a fascination in the story of those who crossed the plains long before the building of railroads, when Omaha and Kansas City practically represented the outposts of civilization, beyond which there were vast stretches of plain and desert and the high mountain ranges of the Rockies. The story is one of hardships, endurance and courage. William P. Jones was among the number who made the long trip from the Mississippi valley to California by wagon in 1850. He was born in North Wales in 1822, his parents being John and Margaret Jones. The father was a carpenter and came to America with his family when the son was but a young lad. They located in New York state in 1832 and later removed to Illinois, while subsequently the family home was established in Iowa, where the parents died, the father in 1855 and the mother in 1854.

William P. Jones was nine years of age when he made the voyage across the Atlantic. His education was largely acquired in the schools of Joliet, Illinois, and he afterward learned the carpenter's trade, working with his father and also farming. His father owned a farm in Des Moines county, Iowa, and William P. Jones aided in its cultivation while engaged in carpenter work. He was married on the 14th of September, 1846, near Burlington, Iowa, to Miss Elizabeth Evans, a daughter of Thomas T. and Mary Evans. She was born in the southern part of Wales, August 2, 1827, and in 1832 was brought to America by her parents, who located first at Utica, New York, and three years later removed to Portage county, Ohio, where Mrs. Jones attended school and resided until she reached young womanhood. Her father was a weaver by trade. He removed from Ohio, to Iowa, and both he and his wife died in Des Moines of cholera in 1845.

Following their marriage Mr. and Mrs. Jones resided in Iowa until 1850, when, attracted by the discovery of gold on the Pacific coast, he started for California on the 9th of April, there being five men, two women and two children in the party, with one wagon having four yoke of oxen and another wagon with two horses and mules. The difficulties and hardships which they experienced were those which display endurance, strength and courage. The frost was just out of the ground so that the prairie mud was very deep and the wagons frequently became stalled. They found, too, that parties ahead of them had bought



W. P. JONES

miles of desert brought them to the head waters of the Humboldt, which they followed for two hundred miles, the little creek broadening out into a wide river and then again getting smaller and smaller until it finally disappeared in the sandy desert called the "sink of the Humboldt river." Here, however, was plenty of water and grass for the animals and after two days' rest there the party started on another stretch of seventy-five miles of alkali desert. Their greatest difficulty was to take water along. As Mr. Jones had no water keg he tied the wristbands of his rubber coat sleeves, filled the garment with water, carrying two bucketsful. On that part of the trip the party became lost, wandering from the right road. They had only provisions enough to last four days. After traveling thirty hours they came across the desert, and the next day met a solitary Indian who told them by signs that it was eight days' journey to the gold mines. They had only two days' provisions and were in the heavily timbered country of the Sierra Nevadas. There was no game to be had and the country was full of the Snake Indians. The outlook was discouraging but they pushed on and on the 25th of August found they had provisions for only a supper and breakfast left. The next morning when they were eating their last meal a solitary Norwegian came to them begging for a spoonful of flour to make soup with the tripe of a dead ox. He, too, had started on the wrong trail of the desert. He said that two men with oxen had passed him the day before. This unexpected news brought courage and the party hastened on, overtaking the men late in the afternoon. Stating their condition, Mr. Jones and his party said that they must have an ox for food, that they would give a horse or seventy-five dollars for it and would help the men along their way. After demurring, they accepted the money and the ox was soon cut up in thin strips and hung on poles around a big fire for the meat to dry. They also cooked portions of it and visited until midnight. The remainder of the animal served as food during the succeeding four days, when they traveled over rough country in the Sierras at an elevation of seven thousand feet. Again their food was almost gone and the situation looked serious but on the 1st of September they met two traders with flour coming out to meet the emigrants. They paid a dollar per pound for flour and they secured another meal. The next day they arrived at the mines after traveling from the 9th of April until the 23d of September.

Mr. Jones at once began work in the mines, sleeping the first night under a large oak tree. For seventeen years thereafter he followed mining, always in California. He was also engaged in the lumber and sawmill business in Nevada county, California, for about seven years and in 1869 came to Portland, arriving in this city on the 22d of October. The removal was made that he might give his children better educational advantages, and he also had a brother, Joseph F., who was and is still a resident of Portland. Mrs. Jones, when her husband left for California, remained in Iowa but in 1853 joined him on the coast. Removing to Portland, they established their home at the corner of Sixth and Columbia streets, there remaining until 1891, when Mr. Jones erected the fine residence at the corner of Hawthorne and Glenn streets, where his widow now resides.

Unto Mr. and Mrs. Jones were born seven children: Anna V., who died at the age of ten years; Joseph, who died in childhood; William H.; Josephine, who died in childhood; Jennie E., who was a capable teacher in the Portland schools but died in 1892, at the age of thirty-three years; Benjamin T., of Seattle, who married Mrs. Peet; and Thomas L., who is engaged in the insurance business in Portland.

After coming to Portland Mr. Jones was for a long period in public office, serving as road supervisor and tax collector until his death, which occurred April 5, 1895, when he had reached the age of seventy-two years, eleven months and twenty-three days. In politics he was a stalwart republican, active in the ranks of the party and doing all in his power to promote its success. He held mem-

bership in the Masonic lodge and in the First Congregational church—relations which indicate the nature of his interests and the principles which governed his conduct. His was indeed an honorable, upright life, and his many sterling traits of character won him high regard and lasting friendships.

SAMUEL E. STEARNS.

We are apt to think mainly of the representatives of trade, commercial and professional interests as the builders of the state, together with those who frame the laws, and yet largely underlying the labors in all those lines is the motive force of the recognition of moral and religious obligations. And while less tangible, the work of those who have been teachers in the latter field is of inestimable value to the race and to the country. It was largely in the branch of home missionary service that Samuel E. Stearns labored and his influence was far-reaching and beneficial. He was born in Vermont, in 1813. He married Susan T. Whitaker, who is numbered among Oregon's pioneer women of 1853, in which year she came by the ox team route across the country from Rockford, Illinois, traveling for six months and five days. She was born in 1826 and is a daughter of Judge Israel and Lucinda (Schaler) Whitaker, the latter a daughter of Major Schaler, an officer of the American army in the Revolutionary war. Mrs. Stearns was born in Clermont county, Ohio, and spent her girlhood days at home with her parents until the 12th of November, 1844, when she gave her hand in marriage to Samuel E. Stearns. They began their domestic life in Ohio, where they remained for about nine years. Mr. Stearns was a school teacher and Baptist minister and was thus identified with the intellectual and moral progress of the community in which he lived. About 1852, however, he decided to come to Oregon and the following year started on the long and arduous journey across prairie, desert, mountain and stream for the Pacific coast. He brought with him his wife and two children, Louisa and Edwin Avery, and was also accompanied by his father, his two brothers, David and Avery P., and his sisters, Mrs. Valina Williams and Mrs. Charlotte Emily Pengra and their families. It was in 1852 that Mr. and Mrs. Stearns left Ohio, journeying as far as Rockford, Illinois, where his brothers and sisters lived and from that point they all started for the northwest. The only members of the party at the outset were the relatives previously mentioned and those whom they hired to help them on the journey. They traveled as far as Laramie, Wyoming on the Platte river and by this time the Indians were proving so troublesome that they joined other emigrants for protection, thus forming a considerable train. They came on to the coast by the Yreka route through the Klamath country, Captain Hannibal acting as escort.

On reaching southern Oregon Mr. Stearns and his family settled in the Rogue river valley, where he took up a donation claim of three hundred and twenty acres that includes the present site of the town of Medford. They remained upon that place for about four years, at the end of which time Mr. Stearns entered actively upon the work of a traveling missionary and so continued until his death, which occurred in Idaho on the 29th of December, 1891. His life work was a potent element in the moral development of the community. He was an earnest and eloquent speaker and the permeating truth of his utterances proved an influencing force in the lives of many with whom he came in contact. In his family were nine children, six of whom are living, while one died in infancy and Edwin, a machinist, died in 1904, at the age of fifty-two years. He was port engineer for the Northern Navigation Company. The living members of the family are: Louisa, the wife of Charles A. Stewart, of Clon, Oregon, who is living retired; Anna M., who is the widow of J. Frank Niles and is living in Walla Walla, Washington; Joseph O., an attorney of Portland; David S., who is engaged in the real-estate business in Portland; Gustavus

M., who is a twin brother of David and is mining in Yukon; and Andrew J., who is engaged in the printing business in Dakota. Following the death of her first husband Mrs. Stearns gave her hand in marriage to Jacob McDuffee and they are now pleasantly located in an attractive home in Portland.

Jacob McDuffee was born in Rochester, New Hampshire, June 30, 1822, a son of James and Hannah (Ham) McDuffee, who were also natives of the old Granite state. The family was founded in America during an early epoch in the colonization of the new world and the great-grandfather of Jacob McDuffee took up land in New Hampshire which is still in possession of the family. The McDuffees are noted for longevity. James McDuffee passed away at the age of seventy-two years and was the youngest of his father's household at the time of his death. He had a sister who lived to the very advanced age of ninety-nine years.

The youthful days of Jacob McDuffee were spent under the parental roof. He acquired his education in the schools of New Hampshire and there learned the trade of a builder. He was twenty-four years of age when his parents removed to Massachusetts and from that time until he came to Oregon in 1896 he retained his residence in the old Bay state. He began taking contracts when but nineteen years of age and after removing to Massachusetts carried on a contracting business in Boston for a number of years, during which period he erected many schoolhouses, churches and other prominent buildings of the city.

In 1844 Mr. McDuffee was united in marriage to Miss Martha B. Hopkinson, a daughter of Moses Hopkinson, of Gorham, Massachusetts, and they became the parents of seven children, of whom six are yet living, namely: C. S., now a traveling salesman living in Portland; William O., a contractor and builder of Boston, Massachusetts; Everett H., a salesman of Minneapolis, Minnesota; Clara, the wife of W. P. Lang, of Tilton, New Hampshire; Ella A., the wife of James M. Hayes, of Dover, New Hampshire; and Cora B., the wife of G. W. Beach, of Minneapolis, Minnesota. One son, J. Frank, died in 1867, when but thirteen years of age. The wife and mother of these children departed this life in 1891.

Mr. McDuffee continued his residence in New England until 1896, when he came to Oregon, where he has since made his home. Here he engaged in contracting to some degree but not extensively and about two years ago retired, since which time he has enjoyed a rest to which his former labors well entitle him. His political views have long been in accord with the principles of the republican party and to it he has given stalwart support but has never sought or desired office. The nature of his interests and his principles are indicated in the fact that he is a member of the Independent Order of Odd Fellows, the Sons of Temperance and the Methodist church. His life has indeed been an honorable and upright one and his sterling worth commends him to the confidence and good will of all who know him.

On the 5th of August, 1896, Mr. McDuffee was again married, his second union being with Mrs. Susan T. (Whitaker) Stearns.

WILLIAM C. HOLMAN.

A member of the Holman family needs no introduction to Portland's citizens, for the family has long been a prominent and honored one in this city since Captain Charles Holman became identified with the pioneer development of this section of the state. Both he and his wife, who bore the maiden name of Mary E. Huntington, are now deceased. Extended mention, however, is made of them on another page of this volume. William C. Holman was born December 28, 1870, in Portland, where he was reared and in the early period of his manhood was for several years engaged in the implement business at the corner of

Front and Salmon streets. On withdrawing from that field of endeavor he became interested in the Portland Artificial Ice & Cold Storage Company, of which he is now the president and manager. This is the pioneer industry of the kind established in Portland and the second oldest artificial ice plant in America. He has been president and manager since 1906 and under his capable direction an extensive business is carried on along substantial lines. His fellow officers are Dr. A. S. Nichols, vice president, and W. E. Harris, secretary; and the officers, together with O. M. Rankin and W. H. Harris, constitute the board of directors. The ice plant occupies two large buildings, one at the corner of Eighteenth and Thurman streets and the other at the corner of Eighteenth and Upsper streets. The plant is thoroughly equipped and the product is unexcelled for purity and excellence. The artificial ice industry is one of almost incalculable value to districts where climatic conditions preclude the possibility of securing natural ice. A liberal patronage is now accorded the company in Portland and the business is managed along progressive lines and in keeping with the strictest commercial ethics.

ARTHUR ANDREWS.

Arthur Andrews is a retired farmer and stockman now living in Portland. He dates his residence in Oregon from 1864, the limitless possibilities of the west attracting him from his home east of the Mississippi. He was born in Ashtabula county, Ohio, on the 9th of November, 1837, his parents being Ebenezer and Jemima (Kelsey) Andrews, who were early settlers of that county, to which they removed from the state of New York. The father was a carpenter and millwright and continued his residence in Ohio until his death. The mother afterward came to Oregon in 1884 and spent her last years in this state.

Arthur Andrews was a pupil in the district schools of his native county and afterward of the Grand River Institute at Austinburg, Ohio. When his education was completed he turned his attention to farming, working as a farm hand by the month for two years, and then purchased land in Ashtabula county upon which he resided for three years. He sold his property in the Buckeye state preparatory to removing to Oregon, the trip to the northwest being made by the water route from New York and across the isthmus of Panama, thence up the Pacific coast. His brother, Harrison, who started with him to the northwest, died at sea and was buried in the Pacific. It required about six weeks to make the trip. He located at first at Brownsville, in Linn county, Oregon, where he worked for a time in the woolen mills, after which he removed to Polk county and bought an interest in the stock business in connection with Judge Boise. There he remained for four years, after which he returned to Linn county, where he purchased land, making his home thereon for some time. Afterward he disposed of that property and bought a ranch in Yamhill county, upon which he lived for fifteen years. On selling out there he went to Morrow county, where he purchased and also entered land, adding continuously to his possessions until at one time he owned three thousand acres. He has since sold a portion of this but still retains possession of twenty-one hundred and sixty acres. While on the ranch he made a specialty of sheep-raising. He was extensively engaged in farming and stock-raising there until 1909, when he retired from active life and removed to Portland, where he is now enjoying the fruits of his former toil in well earned repose. While living in Morrow county he served as sheriff, having been elected to that office on the republican ticket.

On the 1st of February, 1859, Mr. Andrews was married in Ashtabula county, Ohio, to Miss Elizabeth Gaut, a daughter of John and Hannah Susan (Moore) Gaut, of that county. Unto them have been born eight children: Carleton, who died at the age of sixteen months; Eben H., who wedded Mary Kin-

gery and is living in Morrow county; Mary A., of Portland; W. A., a resident of Albany, Oregon; O. J., who married Rosie Height and died at the age of twenty-five years; O. S., of Portland, who married Anna Armstrong and has five children—Eva, Loree, Arthur, Edward and Helen; Edith A., the wife of I. L. Howard, of Morrow county, who has two children, Edna A. and James A.; Lillian P., the wife of L. L. Putnam, of Portland, and the mother of three children—Eldred, Frances A. and Edith E.

Mr. Andrews is a member of the Masonic fraternity, being connected with the blue lodge at McMinnville, Oregon, and to the Royal Arch Chapter at Heppner, while both he and his wife are members of the Eastern Star. In religious faith Mrs. Andrews is a Methodist. Mr. Andrews is numbered among the early settlers of Oregon and for forty-five consecutive years has been a reader of the Oregonian. He has been widely interested in the development and welfare of this part of the state and his influence has always been found on the side of progress. Moreover his record proves the excellent business opportunities that are offered in the northwest, for he came to Oregon with but limited capital and by judicious investment and capable business ability became one of the most extensive farmers and stock-raisers of this section. His holdings are yet large and return to him a splendid annual income, enabling him to enjoy the rest to which his former labor justly entitles him.

MAURICE B. WAKEMAN.

Few men on the Pacific coast can look back on a more varied career than the one whose name introduces this review. A "Yankee" boy, he early came into live contact with the world and his experiences need no artistic coloring to give them interest. About every honorable occupation has, at one time or another, occupied his attention, and it was not until the tempest-tossed vessel anchored in the peaceful harbor of Portland that the skies cleared and a final haven was reached.

Maurice B. Wakeman was born at Green's Farms, Fairfield county, Connecticut, February 21, 1845, a son of Henry B. and Esther N. (Jennings) Wakeman. His father, who was a farmer, lived and died in Connecticut. The son spent his boyhood on the farm and was educated in the country school, later teaching in winter and farming in summer. The spirit of adventure in the New England lad was fanned almost into a flame by the Civil war, but he was too young to enter the service and it did not find expression until he reached the age of twenty-one.

Then the monotonous farm life of New England became no longer bearable and one day he bade farewell to old scenes and started toward the Pacific coast. Arriving in California, he took up farming on a tract of six hundred and forty acres in the region south of Sacramento. There he remained two years, both of which were dry, and at the end of the second season he found himself entirely without funds. San Francisco was now his objective point. After several months of great uncertainty he was put to work taking the school census. Having slightly recouped his finances, he returned to the valley near Sacramento and there worked as teamster and in a lumber yard. Again he visited San Francisco and again the school census furnished employment. His next experience was in the mines at Eureka, Nevada, where he was soon advanced to the position of superintendent, remaining there one and a half years. After a short experience in the quicksilver mines of California, he for the first time experienced the pangs of homesickness and once more he gathered with the family circle in Connecticut. But the scene was changed. The farms were smaller, the houses did not appear so large and the proportion on all sides had shrunk. The great world had widened his vision and he soon learned that he needed a broader land-



M. B. WAKEMAN



scape. However, he was identified for a short time with a fruit commission firm in New York city and was thinking seriously of going into partnership with his employer when the latter went insane. A Colorado sheep ranch next occupied his attention. The ranch was on the great plains thirty-five miles from Denver, and here fortune began to smile. He continued in the business for eight years, and at one time owned nineteen sheep ranches and was on the high road to prosperity, but on account of continued cold weather and snow hundreds of sheep died of thirst and starvation and the ranchman was glad to close out his diminished herd and go into the mountains as a prospector.

In 1881 Mr. Wakeman arrived at Portland. Here he began as clerk for the Oregon Railroad & Navigation Company, continuing for six months, when he was placed in charge of the commissary department which supplied food for fifteen hundred men who were employed in the construction of the Northern Pacific Railroad. After retiring from that position he became identified with the Oregon Transfer Company at Portland as clerk and continued with the company fifteen years, the last eight years acting as superintendent. Associating with A. P. Morse, he organized the Wakeman & Morse Transfer Company, with headquarters at Portland, the first barns being the old street car barns at Hoyt and Glisan streets. These barns being destroyed by fire, the Oregon Transfer barns were used until a large brick stable was erected at the corner of Twelfth and Everett streets. In 1906 the business was disposed of to the Oregon Auto Despatch Company. Mr. Wakeman is now secretary of the Western Lime & Plaster Company with offices in the Chamber of Commerce building.

Mr. Wakeman was married while in Colorado to Miss Emma J. Adams, a native of Westport, Connecticut, who was a woman of unusual business ability and a true friend of mankind. She was for twenty years superintendent of the Good Samaritan Hospital, where she accomplished a noble work for suffering humanity. Her earthly career ended in April, 1907.

Mr. Wakeman is a Scottish Rite Mason and has attained the thirty-second degree in the order. He is also a member of the Shrine. He has passed through experiences during a checkered career which would have daunted a less fearless man, but he has been upheld through many vicissitudes by faith in himself and in a power that rules for the best, even when the skies seem most overcast. It is the indomitable spirit of New England, and wherever it is found there is also to be found patience, fortitude and an unconquerable sense of ultimate victory. He is a member of Trinity Episcopal church and for a time served as vestryman. In politics he has been a lifelong republican and socially is a member of the Commercial Club. Motoring and travel constitute his chief sources of recreation and he finds great pleasure in flowers, being an enthusiastic rose grower and largely responsible for the ornamentation of the grounds of the Good Samaritan Hospital. His home address is No. 770 Northrup street.

CHARLES HEGELE.

Charles Hegele is now numbered among Portland's capitalists and retired business men. Taking up his permanent abode in this city in 1868, he was long closely associated with its commercial interests and, with a nature that could not be content with mediocrity, he has overcome all difficulties and obstacles and reached a position among the most successful business men of this locality, notwithstanding the fact that he started in life on coming to America in a most humble capacity. A native of the kingdom of Wurtemberg, Germany, he was born November 8, 1835, of the marriage of Christoph Frederick and Francisca Hegele. His mother died in his infancy. His father, who engaged in school teaching until his later years, passed away in Germany at the age of eighty-one.

Charles Hegele was reared in his native land and, in accordance with the educational laws of that country, attended school until fourteen years of age, when he was apprenticed to the mercantile business, serving for a term of four years. It was evident that union labor laws were not then in force, for he worked from six o'clock in the morning until ten o'clock at night and not only received no pay for his services but had to give to his employer compensation for the instruction which he received in business methods. His apprenticeship concluded, he accepted a position as a clerk in Germany at a salary of eighty florins per year, but the ambitious nature of the young man could not be content with such a condition and he resolved to test the truth of the reports which he heard concerning favorable business opportunities in the new world. At eighteen years of age, therefore, he crossed the Atlantic to America and for five years was a resident of New York city. He began there by doing general work on a railroad with pick and shovel at a dollar per day but later secured a position in an establishment that made maps, school books, etc., doing work for Harper Brothers. His initiation into western life came in 1859, when he started for California, where he spent the following three years until 1862. While en route to British Columbia, the steamer on which he was a passenger stopped for twenty-four hours in Portland and he spent the day in going over the city, with the prospects of which he was much pleased. He continued on his way to British Columbia, however, and remained in that country until May, 1868, when he returned to Portland and was closely identified with its business interests until 1901.

Gradually he made advancement toward the goal of success, making each effort count for the utmost possible, his diligence being the determining factor in the prosperity which he ultimately attained. He was one of the first to engage in the confectionery business in Portland, becoming a member of the firm of Alisky & Hegele. This partnership was maintained until 1882, when Mr. Hegele retired from the confectionery business and made a visit to his birthplace in Germany, spending four months in the fatherland. He then returned to Portland and purchased the Jackson crockery store, carrying on the trade in that line until 1901. His first location was at the northeast corner of Front and Pine streets but the following year—1884—he removed to the Kamm building at the northwest corner of Front and Pine streets, becoming the first tenant. He continued at that location until he sold out to the firm of Prael, Hegele & Company, who are now conducting the business as wholesale dealers in crockery at the corner of Thirteenth and Hoyt streets. His commercial interests by no means comprised the extent of his undertakings. He became one of the stockholders of the St. Charles Hotel, the first brick hotel in Portland, and was one of the first to subscribe to the stock for the Portland Hotel. In fact he became a prominent stockholder in many enterprises for the advancement of Portland while he was in active business. He is still the owner of a large dairy farm of three hundred and sixty-two acres at Scappoose, Columbia county, Oregon, whereon was conducted the first creamery in that county. The business is still continued and supplies butter to Hotel Portland. They make the finest butter in the state, keeping a splendid herd of cows and using every modern facility for the manufacture of the product. At a cost of six thousand dollars they erected on the farm the finest barn in this part of the state. The farm is now operated by a brother, G. A. Hegele. Mr. Hegele of this review owns considerable Portland realty, including the property at Nos. 145 and 147 First street. He also owns a quarter of the block at Fourteenth and Morrison streets and his wise investments have brought him substantial returns.

Mr. Hegele was married in San Francisco, in 1876, to Miss Augusta Hildebrand, who was born in New Jersey but became a resident of San Francisco about 1854-5. Two children have been born unto them: Dr. Herbert W. Hegele, who is a graduate of Rush Medical College of Chicago and is now practicing in Portland; and Hilda E.

Since 1863 Mr. Hegele has been a member of the Independent Order of Odd Fellows and he also belongs to the German Aid Society and the Chamber of Commerce. For many years he has been a member of the Multnomah Club. Since 1901 he has given his attention merely to the supervision of his investments, taking no active part in business management. Those who know him accord him rank among the most enlightened, useful and public-spirited citizens of the state—one who in his integrity, broad mindedness and resourcefulness has met the demands of our splendid western citizenship. He is recognized as a man of personal worth who has shown indefatigable industry and perseverance in the face of obstacles that would have seemed insurmountable to many others. He has ever been actuated by a determination to accomplish what he could toward the attainment of success by honesty and industry alone.

JOSEPH POLIVKA.

Joseph Polivka, engaged in business under the name of Joseph Polivka & Company, dealers and importers of fine woolens, occupies a suite of rooms, with office at No. 206 Corbett building. He has been a resident of Portland since 1880 and since 1883 has engaged in business on his own account. As the name indicates, he is of Bohemian nativity, his birth having occurred in Bohemia on the 1st of April, 1850. His father, Frank Joseph Polivka, operated a sawmill in that country. The son was reared in his native land to the age of ten years, when, owing to the death of both his parents, he was thrown upon his own resources and has since made his way in the world unaided. Leaving his native country, he went to Vienna, Austria, where for six years he worked as a tailor's apprentice, receiving in compensation his board and clothing. After completing his trade he was employed as a journeyman in some of the principal cities of Europe, remaining in Berlin, Germany, from 1874 until 1880.

Seeking still broader opportunities, which he thought to find in the new world—and in this hope he was not disappointed. Mr. Polivka sailed for America in the spring of 1880, landing at New York, where he remained for three months. On the expiration of that period he came to Portland, and soon secured a position as cutter for Mr. Newmeyer, then a prominent tailor of the city. He continued in the employ of others for three years and in 1883 started in business on his own account. In the intervening period of twenty-seven years he has built up a good business, being now one of the leading tailors of the northwest, making large importations of fine woolens, while the work of the tailoring department is unsurpassed in style as well as in texture. He has indeed the only exclusive tailoring establishment of the city and caters only to the highest class trade. The magnitude of his business at the present time indicates his high standing in his chosen field and his business ability. He has surrounded himself with an able corps of assistants, all thoroughly trained in the work which they perform and the name of Polivka has become a synonym of excellence in the tailoring line in Portland. While he devotes his attention exclusively to the trade he has made extensive investments in stock in many private business concerns and corporations and is recognized as a man of sound judgment, keen discrimination and unflinching enterprise.

Mr. Polivka was married in this city to Miss Annie Meyer, formerly of Stuttgart, Germany, who is a daughter of George T. and Helen Meyer, of Stuttgart. Her father served for many years as secretary to the Prince of Weimar. Mr. and Mrs. Polivka have two children, Martha Eloise and Gertrude Anton.

Prominent in Masonic circles, Mr. Polivka has attained the thirty-second degree of the Scottish Rite and has been a member of the Mystic Shrine since first crossing the sands of the desert on the 4th of February, 1899. For eleven

years he has served continuously as treasurer of Columbia Lodge, No. 114, A. F. & A. M., and is regarded as one of the most exemplary members of the craft. His life is in harmony with its teachings and its principles and his social prominence as well as his business ability ranks him with the foremost residents of the Rose city.

LOUIS C. YOUNG.

Louis C. Young, who is engaged in farming and dairying, is numbered among the native sons of Clarke county, Washington, his birth having occurred upon a farm about ten miles east of Vancouver, October 7, 1872. His father was George Henry Young, of Vancouver, who at an early day secured a tract of land and developed a farm upon which he reared his family. The public schools afforded Louis C. Young his educational privileges and his business training was received on the old homestead, where he early became familiar with the best methods of tilling the soil and caring for the crops. He was eight years of age when his parents removed to a farm which the father owned about two miles east of Vancouver, having purchased that place in order to be near the city and thus provide his children with better educational privileges. After mastering the work of the public school Louis C. Young became a student in St. James College, of Vancouver, and in the school of experience he has also learned many valuable and practical lessons.

When seventeen years of age he assumed the management of the old home farm of two hundred and sixty-four acres, and has since conducted this place, of which one hundred and fifty acres are cleared. This tract is devoted largely to the raising of hay and to dairying. In connection with his father he cleared the place and put the improvements upon it, and its excellent appearance indicates an active and well spent life that has brought him substantial returns, for he is now numbered among the prosperous farmers of the community.

WILLIAM HUGHES.

William Hughes, a retired stockman of Portland, still, however, the owner of considerable live stock which he pastures in Morrow county, was born in Tipperary, Ireland, on the 25th of August, 1849, a son of William and Mary (Gartie) Hughes. The father was overseer and agent of a gentleman's estate in Ireland and both he and his wife spent their lives in that country. Their family numbered eight children.

William Hughes acquired his early education in the place where he was born and in Wardford, Ireland, whither his parents removed in his childhood days. When his school days were over he went to sea and in that way visited almost every section of the civilized world. He entered the service as an apprentice and became an able seaman. On leaving the sea in 1869 he returned to his home, remaining in Ireland for about a year, after which he started for the Pacific coast, crossing the continent on the Union Pacific Railroad to San Francisco in 1870. He located first in Merced county where he was employed by the month on a ranch for a few years. He subsequently rented land in the same county, and continued its cultivation until 1877. That year witnessed his arrival in Oregon, at which time he took up his abode in that section of Umatilla county which is now Morrow county. The Indians were very numerous at the time and were displaying marked hostility toward the white men, so that some of the settlers left that country. One of these was Sam Donaldson and Mr. Hughes purchased his farm of one hundred and sixty acres. He then took up

the business of sheep-raising, in which he has since engaged, carrying on an industry extensive and successful. In 1901 he removed to Portland but still has his sheep interests in Morrow county. To his original farm he added by purchase and entry from time to time until he had over four thousand acres, but has since sold all of his land.

Returning to Ireland in 1880, Mr. Hughes was married there on the 4th of February, of that year, to Miss Kathleen Frances Smith, a daughter of George and Fannie (Lee) Smith, of the Emerald isle. He at once started with his bride for Oregon and during their residence here eight children have come to bless their union, of whom four survive: William G., of Portland; Percy, a farmer of Heppner, who wedded Mabel Ayres, and has two children, Anita and William, Edwin, Isabel and Helena, both at home.

Mr. Hughes belongs to the Masonic lodge at Heppner and he and his family are members of the Episcopal church. His political allegiance is given to the republican party and he was appointed by Governor Penoyer a member of the state board of equalization. Other than this he has never held office, preferring to concentrate his energies upon his business affairs which he carefully conducted up to the time of his retirement. Now he gives his attention merely to the supervision of his real estate, having made considerable investment in Portland property. His residence in Oregon now covers a third of a century and, widely known, he is also held in high regard.

CYRUS W. SEDGWICK.

Cyrus W. Sedgwick, a representative of the farming interests of Clarke county, has prospered in his undertaking, although he has twice suffered severe losses by fire. His holdings today embrace property in Vancouver as well as his farm, and his realty is the visible evidence of his life of well directed energy and thrift. He was born in Oneida county, New York, March 10, 1845, and is a son of Charles S. and Jane (Knowlton) Sedgwick, the former a native of Massachusetts and the latter of England. The son Cyrus was only four years of age when his parents left the Empire state for Illinois, settling near Chicago, where the father engaged in farming through a period of eighteen years. This brought Cyrus W. Sedgwick to the age of twenty-one years. He then started westward, proceeding as far as Manchester, Iowa, where he remained for three years, and in 1869 resumed his journey toward the setting sun, arriving ultimately in San Francisco. He was there employed by the street car company for five years, and afterward was in the employ of Miller & Lux, cattle men of California, in whose service he remained for about seven years.

In the fall of 1878 Mr. Sedgwick arrived in Clarke county, Washington, and homesteaded eighty acres of land eight miles east of Vancouver on the Salacci and Fisher's Landing road. This tract was mostly timber land of which he cleared forty acres, making all of the improvements, doing all the fencing and otherwise carrying forward the work of development until this is today one of the valuable farm properties of the district. Twice Mr. Sedgwick has had his place destroyed by fire, but with characteristic energy has rebuilt and his farm is now equipped with all modern improvements and accessories. He also owns property in Vancouver, having built a business block in connection with his daughter, and he also owns six houses there. As his financial resources have increased he has thus made judicious investment in realty and is deriving therefrom a substantial annual income.

On the 17th of May, 1870, Mr. Sedgwick was married to Miss Lydia Ann Odell, who was born in New York state and reared in Wisconsin, but at the time of her marriage was living in Manchester, Iowa. They now have one child: Dr. Isabelle Sedgwick, of Vancouver, who, having pursued her early

education in the public schools, later attended the Forest Grove Academy and Willamette University. Subsequently she became a student in the medical department of the University of Oregon in Portland, and later continued her professional education in Chicago, taking post-graduate courses there. She has since practiced in Vancouver and is meeting with good success there.

While many came to the Pacific coast prior to Mr. Sedgwick's arrival, he has yet lived long enough in this section of the country to be largely familiar with the history of its development and in Clarke county his labors have constituted an important factor in the work of general progress and improvement, while at the same time they have brought to him a substantial reward for his labors.

JOHN WILSON.

John Wilson, pioneer merchant, founder of Portland's largest retail mercantile institution, scholar, book-lover, legislator, philanthropist, was a native of Ardee, County Louth, Ireland, where he was born June 10, 1826, the son of John and Joyscelind (Wynne) Wilson. His grandfather was John Wilson, whose ancestors were Scotch Presbyterians, who emigrated to Ireland early in the seventeenth century. The mother was the daughter of Robert Wynne, whose family were extensive English landowners.

John Wilson enjoyed the privilege of a thorough educational training, his early plans being to enter the ministry. However, he determined on coming to America, arriving in California by way of Cape Horn in 1848. He soon went to the mines on the Tuolumne and Sacramento rivers, where he remained but a short time. Not meeting with success, he returned to San Francisco, where he was obliged to work for a time as a day laborer. Deciding to come to Oregon he took passage on the Ann Smith, arriving at the mouth of the Columbia river on the last day of the year but on account of severe weather was not able to cross the bar until January 5. Landing at Coffin Rock, he made his way on foot to Milton, where he found employment in a sawmill, where he continued for the following year and a half.

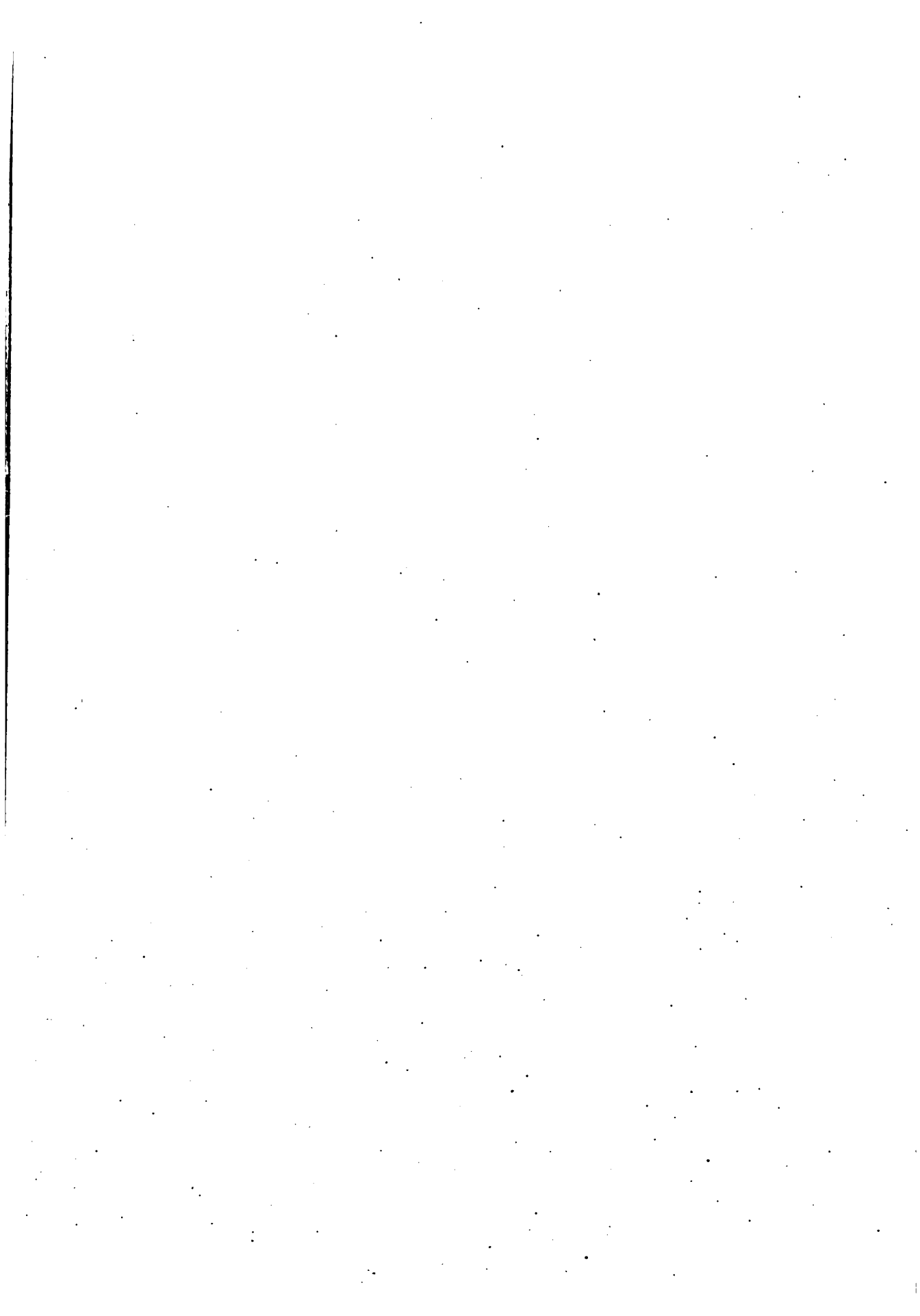
In June, 1850, Mr. Wilson first came to Portland to purchase clothing but soon returned to Milton, where he was employed as clerk in a general merchandise store, selling goods, delivering lumber to the ships and looking after his employer's sawmill. He next went to St. Helens, where he clerked for a time, taking up his residence permanently in Portland in 1853. His first position was in the office of the Oregonian, where he kept the books, made out bills and attended to collections. He next entered the employ of Allen & Lewis, where he remained from 1854 to 1856. In the latter year he made his first independent business venture by purchasing the general store of Robert & Finley McLaren, which enterprise he conducted until 1858, when he entered into partnership with Wakefield & Company, under the firm name of Wilson, Wakefield & Company, they occupying the first store built on First street.

Mr. Wilson later purchased the Wakefield interests and continued the business alone. In 1870 he erected the first store on Third street south of Morrison, and two years later built a larger store a block north on the same street, where he continued until 1878, when he sold the business to Olds & King, founders of the present house of Olds, Wortman & King. Always an optimist as to Portland's future, he had early invested in real estate, and after his retirement from mercantile interests devoted his time largely to the management and improvement of his realty holdings, building various business structures on his properties.

Mr. Wilson was a republican from the time the party was organized and took an active interest in Oregon politics. He was elected to the state legislature in 1887, served on many important committees and took an especially active part



JOHN WILSON



in legislation looking to the improvement of the public schools. Deeply interested in educational matters during his long service as school director, he left a lasting impress of his personality and did by his careful and intelligent labor much to bring them to their present high standard of efficiency.

In 1861 Mr. Wilson married Elizabeth Temperance Parker, a native of Michigan. They became the parents of five children: John P.; Lida J., the wife of William L. Jones; Robert W.; Alice M., the wife of Edward Caswell; and George W. Among his associates John Wilson was considered a man of the best qualities in every sense of the word. Of the highest order of intellectual attainment, a man of classical education and splendid culture. During his entire life he was a great student and his mind was a veritable storehouse of learning in every field of knowledge; unswerving integrity was the keynote of his every day life. Of an unpretentious and retiring nature, he was most considerate to all, and quietly and without effort won the confidence and enduring friendship of those with whom he came in contact. With his intimate friends he disclosed more of the nobility of his nature but even there his innate modesty and his dislike of anything savoring of display had a tendency to hold in check his rich conversational powers that never failed to delight and interest those fortunate enough to be his hearers.

He was one of the type of men whom the world at large never knows intimately, one who does a great deal of thinking and a great deal of good, contributing to scores of charitable objects in an unostentatious way. To his employes during his active business career he was a constant source of inspiration and to his careful training many of them owe their after business success. A great lover and enthusiastic collector of books, he gathered together the finest private library in Oregon, which he gave to the city's public library.

His death occurred September 15, 1900. He lived to see the struggling village as he found it, grow to a splendid modern city of one hundred thousand people and had the satisfaction of knowing that he had contributed in no small degree to the transformation. His strict integrity, high ideals and sound common sense were ever strong forces in the physical, moral and intellectual advancement of the city. Few men were more widely known, none more highly respected, and the death of none has been more acutely felt or more sincerely mourned. Crowned with the honors of seventy-four years and a record of nearly a half century's residence here, he was freely accorded a place in the list of Portland's grand old men.

FREEMAN H. PERKINS.

In the northwest the spirit of activity is rife. There is opportunity to dare and to do. The natural resources of the country have by no means been utilized, and there comes to the individual the thrill of success as he improves his opportunity and accomplishes a work that not only promotes his individual interests, but also adds to the sum total of development and progress in this region. The work of Freeman H. Perkins was of this character. During much of the period of his residence in the northwest he was connected with the lumber industry as the operator of a sawmill. His birth occurred in Allegany county, New York, on the 4th of November, 1835, and when quite young he lost his father. He attended school in Allegany county, his mother being his teacher, for following the death of her husband Mrs. Perkins took up that method of providing for the support of herself and children.

In his early days Freeman H. Perkins became acquainted with the business of running a sawmill, for his father had owned such a mill, and thus in early life the son gained practical working knowledge of its operation. He followed the lumber business throughout his entire life and when but twenty years of

age changed the scene of his activities from New York to Wisconsin, locating on the Eau Claire river, where he owned and conducted a sawmill. There he resided until 1870, when he came to Portland, arriving in this city on the 10th of December. He came to the northwest for the purpose of engaging in the lumber business, and after remaining in Portland for a short time built a sawmill on Lewis river in Clarke county, and took up his abode at that place. There he remained for five years, at the end of which time he sold out and removed to a point below the Cowlitz river, where he had a floating mill. In 1878 he returned to Portland and opened a planing mill on First street at the corner of Clay, conducting the industry for about three years, when his lease on the property expired and he removed to the east side, there building a mill which he afterward sold to James McClure. Having disposed of his interests in Portland, Mr. Perkins went to Alaska and engaged in the lumber business, and while there passed away.

He had been married in Eau Claire, Wisconsin, on the 10th of February, 1858, to Miss Amanda M. Bills, a daughter of Erastus and Roxie Bills. She was born in Canada and by her marriage became the mother for four children. Curtis H., the eldest, married Martha Matson and at his death, which occurred February 18, 1890, when he was twenty-nine years of age, left three children, Charles Edgar, Lucy M. and Nellie C. Clara E. is the wife of Wait Lancaster, of Oregon, and they have three children: Otis Walter, Roy P. and Tessie, and of these Roy is married and has a daughter Corrinna—a great-grandchild of Mrs. Perkins. Chester P., living in Portland, married Bertha Kincaid and they have two children, Gladys and Lloyd. Cora May became the wife of Dr. Willard A. Roberts, and died January 11, 1900.

Mr. Perkins was a great lover of home and found his happiness in providing for the welfare and comfort of his wife and children. He was a very temperate man, never using tobacco nor intoxicants, and his life was at all times actuated by high and honorable principles which gained for him the respect of his fellowmen and made him a character worthy of emulation.

JOHN S. KOCHER.

The construction interests of Portland find a worthy and well known representative in John S. Kocher, who since 1879 has lived in this city where he is now engaged successfully in business as a contractor in brickmason work and plastering. He was born in Newark, New Jersey, February 6, 1852, the son of John and Elizabeth Kocher. The father was a carpenter by trade and a veteran of the Civil war, who after the outbreak of hostilities, put aside all business and personal considerations in order to espouse the cause of the Union and aid in the supremacy of the national government. He died on the 19th of May, 1879, at Newark, New Jersey.

John S. Kocher, who was one of a family of six children, acquired his education in the schools of his native city and afterward learned the trades of a brick and stonemason and plasterer under the direction of John M. Jacobus, with whom he served a four years' apprenticeship. He became a proficient workman and when about twenty-three years of age left home to seek business opportunities in the west, taking up his abode in Virginia City, Nevada, in 1875. He worked as a journeyman there for about eighteen months and then continued on his westward way until he reached Napa, California, where he also remained for a year and a half, working at his trade. Portland seemed to him, however, a more advantageous field and in 1879 he came to this city which had entered upon an era of substantial and rapid growth. He at once began contracting and has since been closely identified with industrial activity here. In association with M. E. Freeman he had the contract for the Dekum building,

and also the Hibernian building on Sixth and Washington streets. The partnership with Mr. Freeman continued for about twenty years, during which period they made substantial progress reaching a position among the foremost contractors in their line in the city. Mr. Kocher also erected the buildings at the northeast corner of Grand avenue and Stark street and the southwest corner of Union avenue and Burnside, and in 1881 had the plastering contract for the state asylum at Salem. He has done considerable work at The Dalles at intervals through the past twenty-five years for French & Company, and has also been awarded many contracts for work at Pendleton, Oregon. In 1896 he went to The Dalles, where he erected the high school building and also the large brick block for Max Vogt. He likewise built a three story structure for Robert Mays, who was a well known pioneer settler of eastern Oregon. The water works at Shaniko, Oregon, are a monument to his enterprise and ability in his chosen field of labor. While he was operating quite extensively at The Dalles he maintained his residence there for six years or until 1902, when he returned to Portland, where he has since carried on a general contracting business.

In 1901 Mr. Kocher was married to Mrs. Adelaide Shown, a daughter of Claude Fety and a native of New York. Mr. Kocher has pleasant membership relations with the Independent Order of Odd Fellows and the Ancient Order of United Workmen, and his political endorsement is given to the republican party, which he has supported since age conferred upon him the right of franchise. His nature is social, his manner genial, and during the period of his residence in Portland he has gained many warm friends.

ADOLPH BURCKHARDT.

Adolph Burckhardt, who at the time of his death was actively connected with the Union Meat Company of Portland, controlling an extensive business, was born at Giessen, Germany, July 30, 1839. His parents were Sebastian and Minnie Burckhardt, and the father was engaged in the hardware business at the time of his death. Both he and his wife passed away when their son Adolph was very young. The boy, thus left an orphan, attended school in his native town until he came to America, crossing the Atlantic when still but a youth. He landed at New York and thence went to New Britain, Connecticut, where he had brothers living. He remained in the east for about a year, after which he came to Portland, influenced in his choice of a destination by the fact that his brother, C. A. Burckhardt, was a resident here. Adolph Burckhardt made the journey by the water route and the isthmus of Panama, and reached Oregon on the 24th of March, 1863. Here he began work at his trade, securing employment with Mr. Gantz, who was in the meat business, but after a little time Mr. Burckhardt opened a meat market on his own account. His first location was at the corner of First and Ash streets, but subsequently he joined Mr. May in the wholesale meat business. With the growth of the city and the development of the possibilities of trade they had opportunity for an enlarged scope and joined Mr. Spaulding and Mr. Papworth in organizing the American Dressed Meat Company. Later they organized the Union Meat Company, admitting the O'Shea brothers to an interest in the business. Mr. Burckhardt was connected therewith up to the time of his death, holding the office of treasurer of the company and also that of director. The business has been developed along substantial lines and has enjoyed a rapid growth, becoming one of the important industries of this character on the coast.

On the 12th of August, 1866, in Portland, occurred the marriage of Mr. Burckhardt and Miss Amelia Logus, a daughter of Christopher and Judith Logus, who were natives of Germany, where they spent their entire lives, the father being there engaged in the meat business. Mrs. Burckhardt was born in Ger-

many and in the year 1864 came to the United States, making her way at once to Portland, where she had two brothers and a sister living. The latter is Mrs. Henrietta Wentz, still a resident of Portland. Unto Mr. and Mrs. Burckhardt were born five children: Charles A., of this city, who wedded Anna Williams and has one daughter, Nan; Bertha, the wife of J. C. Meussdorffer, of San Francisco; F. O., who married Louise Lowe and lives in Portland; Lena A. and Anna H., both at home.

Mr. Burckhardt was called to his final rest on the 18th of November, 1905, and his remains were interred in Lone Fir cemetery. He was a member of the Odd Fellows society, was president of the Benevolent Fire Insurance Company, president of the German Aid Society and a member of the Ancient Order of United Workmen and of the German Reformed church.

His life was an active one. He studied how to make the best use of every moment and as the year passed by he accomplished substantial results in business, nor was he unmindful of his duties and obligations to his fellowmen. He certainly deserves much credit for what he accomplished for he came to the United States empty-handed and was obliged to depend upon his own labor for whatever he obtained. His life record proves that energy constitutes the key that unlocks the portals of success and his life history also illustrates the fact that prosperity and an honored name may be won simultaneously.

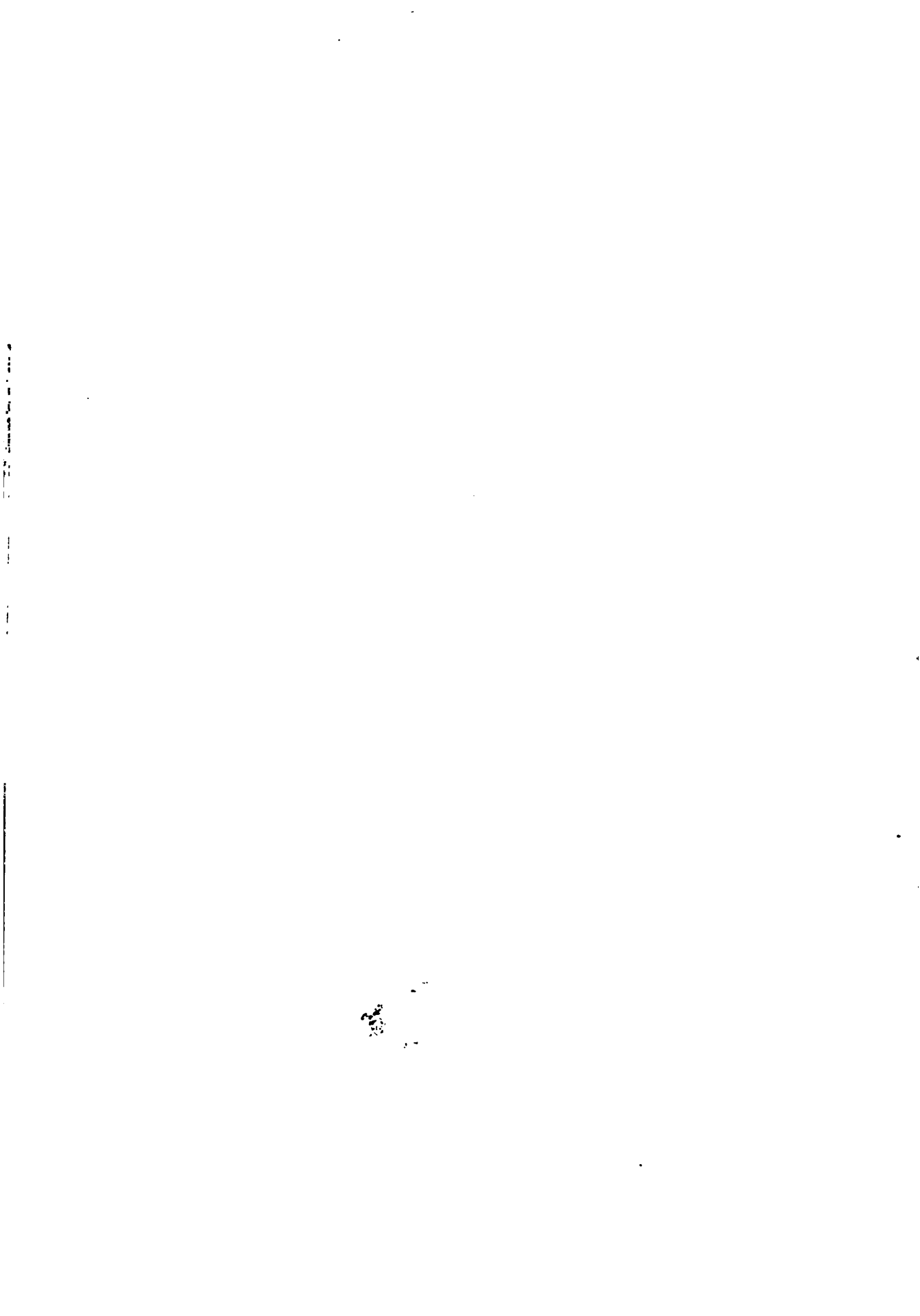
REV. JOHN FLINN.

Rev. John Flinn, a retired Methodist minister living in Portland, has been a resident of the Pacific northwest for over sixty years—years in which he has made valuable contribution to the growth and progress of this section, not to that growth which marks the material development but to that which uplifts man in a recognition that character-building is worth more than aught else. Believing with Lincoln that "There is something better than making a living—making a life,"—he has put forth earnest and effective effort to awaken in his fellowmen a desire for that which is uplifting and has permanent value. A native of Ireland, he was born in Queens county, March 26, 1817, his parents being Timothy and Mary (Patterson) Flinn, both of whom spent their entire lives in Queens county and were members of the Church of England. The father was a farmer by occupation and engaged in the cultivation of a rented farm of one hundred and ten acres.

Rev. John Flinn was the third in a family of eight children, four sons and four daughters. He attended school in Queens county and also the high school which was conducted by the Quakers. He afterward spent three years as an apprentice to a wholesale and retail dry-goods merchant, and when twenty-three years of age started for America, landing at New York. This was for him the termination of a voyage of about thirty days, during which a terrific storm had been encountered, and on its next voyage the Garrick, the ship on which he sailed, was lost. He had no friends or relatives in this country but regarded America as the land of opportunity and after a brief period spent in New York went to St. Johns, New Brunswick. He had been a resident there for only a brief period when he attended a class meeting of the Methodist church and about the same time met a Mr. Sammon, who told Mr. Flinn that he ought to be a preacher. He had never seen Mr. Sammon before. Soon afterward he was asked by Rev. Samuel D. Rice, who later became a bishop, to fill the place of a preacher who had been taken ill. The church was at St. Andrews, about sixty miles from St. Johns. Mr. Flinn said that he would do the best he could and the Rev. Rice then took him in his sleigh to St. Andrews and found a boarding place for him with Mrs. Johnson. Rev. Rice then returned home and on the next Sunday Mr. Flinn preached his first sermon be-



JOHN FLINN



fore a large congregation of educated people. This was in 1840. That he had a message to deliver and delivered it well is indicated by the fact that he remained as minister at St. Andrews all that winter and the next year obtained an appointment through the conference, being given a church on the St. Johns river, while later he served as minister in a number of places in that conference. But the climate of New Brunswick was exceedingly cold in winter and in traveling around Mr. Flinn was exposed to much of the severe weather. Accordingly for four years he was connected with a wholesale and retail dry-goods store at St. Johns until 1848.

In that year Mr. Flinn went to Portland, Maine, where he met a friend, Rev. William McDonald, who suggested that Mr. Flinn leave business and return to the ministry. He did so and joined the Maine conference, of which he was a member until 1849. He was then ordained a deacon by Bishop Morris and the same spring volunteered as a missionary to Oregon with Dr. Bannister, the Rev. F. S. Hoyt, D. D., who later became the president of the Willemette University, and others. They left New York for Oregon in September, 1850, went by steamer, the Arabia, crossed the isthmus of Panama and then boarded a ship called the Oregon. This ship carried the news to San Francisco that California had been admitted to the Union as a state. They entered the harbor with all flags flying and there was great excitement in the city. Mr. Flinn had crossed the isthmus on foot and had an attack of Panama fever. This forced him to remain in San Francisco for a few days, after which he again boarded the Oregon which bore him safely to Astoria, where he arrived about thirty days after leaving New York. There was a great crowd of miners at Astoria returning from California with gold, and as no room or bed could be secured Mr. Flinn had to sleep under a table in the hotel. The next day he started for Portland on the steamboat Columbia with one hundred and three passengers. They left on Friday at 4 P. M. and did not reach their destination until Saturday at 10 P. M. Mr. Flinn had only one meal on that boat but considered himself very lucky to get that because the dining room accommodations were entirely inadequate to the great crowd. The passengers were landed near Taylor street and Mr. Flinn had now reached the end of his journey, which had cost him four hundred and twenty dollars. The passage from New York to San Francisco was three hundred, from San Francisco to Astoria one hundred, and twenty from Astoria to Portland. Mr. Flinn took his baggage and made his way to the home of Rev. James H. Wilbur, who was building the first Methodist church at Third and Taylor streets. A part of the family had retired for the night, but Mrs. Wilbur arose and prepared supper for Mr. Flinn and his two companions. They remained there all night and were up early the next morning, Sunday. Mr. Flinn went to the door and looked out upon the woods, for the forest was all around him. There was only one store and that was kept by Joseph Smith. The town contained about two hundred and fifty people and Mr. Flinn felt very lonely to see nothing around but the unbroken wilderness. The great pine or fir trees towered above him and he said that the souging of the wind often had a homesick sound. That forenoon at 11 o'clock, Mr. Flinn and the party that came with him, together with Mr. and Mrs. Wilbur, went to a small schoolhouse where services were to be held. The Rev. Mr. Lyman, a Congregational minister, who was engaged in building a church, was the preacher. The congregation were all sitting around the sides of the room, there being no benches in the center of the floor. Just as the minister reached an important part of his sermon there was a terrible noise and the center of the floor started to rise. Hogs had gotten under it and had become engaged in a fight and in their struggle they raised the loosely joined boards of the floor. Thomas Drier, who later founded the Oregonian, was present at the service and his sense of humor soon got beyond control. At length, however, the hogs quieted down and the meeting proceeded. That evening the Rev. Joseph H. Wilbur addressed the congregation and on the next Sunday

Mr. Flinn delivered his sermon. He remained in Portland with Mr. Wilbur as assistant or second preacher and the work of moral reclamation was earnestly prosecuted. Rev. Wilbur was a most earnest and zealous worker and built the first Methodist Episcopal church in Portland. He would go out among the gamblers and others every Saturday to collect money to pay the men working on the church, and his influence was such that he never failed to gain a ready response, for men of every class respected him and admired him for his earnestness.

Rev. Flinn devoted his time to preaching and Christian work. He was then appointed to the Yamhill circuit and, starting on foot in mid-winter, walked to Oregon City, where he spent the night with the Rev. James O. Raynor, a Methodist minister. The next morning, Christmas day, he resumed his journey, proceeding as far as the old Methodist mission nine miles from Salem. There he partook of Christmas supper, with Mr. Beers, who had charge of the mission, and after being there entertained for the night, he started on the following day for Salem. Sunday was passed at the home of the Rev. William Roberts. Rev. Flinn purchased a horse in Salem and started on his circuit, which embraced three counties, Yamhill, Polk and Multnomah. He remained on that circuit for about two years and has continued in Oregon and Washington in the work of the gospel ministry. Indeed he has traveled all over this section of the country from Walla Walla to Jacksonville and from LeGrand to Yakima. He was presiding elder for about five years and on his trips encountered many hardships and difficulties, for the roads were often in poor condition and at one time he and his horse were compelled to swim the Columbia. He was for forty-seven years engaged in circuit work with pastorates at various places, and his labors were resultant factors in the material progress of the state.

On the 12th of August, 1856, Mr. Flinn was united in marriage at Umpqua Academy by the Rev. J. H. Wilbur, to Miss Mary E. Royal, a native of Bloomington, Illinois, and a daughter of Rev. William and Barbara Royal, who were pioneer people of Oregon, her father building the first Methodist church on the east side. Unto Rev. and Mrs. Flinn were born eight children, six of whom are still living and five are married.

Rev. Flinn is now ninety-three years of age and is enjoying good health and unimpaired mental powers. His journeys over the state, in connection with his work in the church, have made him one of the most widely known men of this section, and few if any are more familiar with the history of Oregon and her development. He has always had the "saving sense of humor," which has helped him over many a hard place in the pioneer times when long and difficult trips were to be made and few of the comforts of life were to be secured. His earnest devotion to his work is manifest in the excellent results which followed his services as he proclaimed the truths of the gospel, and his life has indeed been a strong element for good—a factor in the higher civilization which is making the world better year by year.

FRANK S. HALLOCK.

Frank S. Hallock, a general building contractor of Portland, who learned his trade and has always followed it in this city, was born in Fredonia, Kansas, May 12, 1879. He was but four years of age when his parents, Alonzo and Sarah (Armstrong) Hallock, who were natives of Iowa, left their home in Kansas and started on the long and arduous journey across the plains to Oregon. They traveled in wagons drawn by mules. Prairies, arid plains and mountains were at length crossed, and the family arrived in eastern Oregon, establishing their home in Arlington, where they remained for seven years. The father was

a farmer by occupation, and continued to engage in general agricultural pursuits until about twenty years ago, when he came to Portland and took up the business of grading and general contract work. It was about 1890 that Frank S. Hallock became a resident of Portland, and in the public schools of this city his education was largely acquired. He afterward began learning the builders trade in this city, and since starting in business as a contractor on his own account he has made gratifying and substantial progress, being numbered now among the successful men in his line in Portland. He has erected many of the fine residences on the east side and also large apartment buildings, including the Watson at the corner of Everett and Twenty-second streets. He was likewise the builder of the Lewis block, a concrete and brick structure at Monta Villa, also the theatre in Monta Villa, and the homes of W. B. Buell, N. W. Bowlan and C. N. Prood. These buildings indicated his progressive ideas and modern methods. He is an interested and constant student of all that bears upon his chosen life work, and his buildings show attractive styles of architecture which combine convenience, utility and beauty.

In 1898 Mr. Hallock was married to Miss Bertha L. Rogers, a daughter of G. W., and Roquette Rogers, who were early settlers of Yamhill county, having made their way to Oregon during the pioneer period in the development of this state. Unto Mr. and Mrs. Hallock have been born two children: Vernon, eight years of age, now attending school; and Bertha Grace, five years of age.

Mrs. Hallock belongs to the Adventist church, Mr. Hallock holds membership with the Independent Order of Odd Fellows, and at election proves his advocacy of republican principles by the support of the candidates of that party. Almost his entire life has been spent in Oregon, and during the period of his residence in Portland he has largely been connected with industrial interests which have given impetus to the growth and improvement of the city.

ADAM H. BISCAR.

Among Portland's retired citizens Adam H. Biscar is numbered. Through an active life he was connected with the wire industry and with farming, and his close application thereto and good business ability brought him the capital that now enables him to rest from labor. A native of Austria-Hungary, he was born June 7, 1854, unto Henry and Mary Biscar, both of whom spent their entire lives in Hungary, where the father engaged in horticultural pursuits. The son attended the public schools there and after completing his education learned the trade of wire-making in Germany. In 1875 he came alone to America, landing at Baltimore, where he was employed for three months. On the expiration of that period he removed to Pittsburg, Pennsylvania, where he engaged in peddling tinware for two weeks. From that point he proceeded to New Orleans, spending three years in the Crescent city, after which he lived for a brief period in St. Louis and later made his way to San Francisco, California. During all this time he was connected with the wire-making industry. He resided in San Francisco for nine years, and twenty-one years ago came to Portland. For two years he resided upon a farm in Oregon, taking up a homestead of one hundred and sixty acres in Washington county, which he still owns. Most of the time, however, he has followed the wire-making business in Portland and to his thorough knowledge of the trade and expert workmanship may be attributed the success which he has reached. He has ever led a busy life, and his prosperity is the merited reward of his labor.

In 1881 Mr. Biscar was united in marriage to Miss Mardie Kettler, who died in San Francisco in 1886. Their only child, a son, died when about three months old, and the mother passed away three months later. On the 6th of September, 1887, in San Francisco, Mr. Biscar married Miss Anna Mastreet,

who was also a native of Austria-Hungary, and came to America, August 20, 1886. Both Mr. and Mrs. Biscar are members of the Catholic church. He has never had cause to regret his determination to come to the United States, for he was prompted to emigrate by the hope of enjoying better business opportunities in the new world. These he has found here where higher wages are paid for labor, and as the years have gone by his industry has brought him a substantial competence.

WILLIAM WICK COTTON.

Portland, as the metropolis of a wonderfully productive and flourishing region in an ideal location on the Pacific coast for commercial purposes, has attracted many important interests and is a railroad center of constantly growing importance. Here the great railways maintain their headquarters and here are to be found transportation, traffic and legal officials whose jurisdiction extends over a wide territory and who are given large powers in expediting the business of the various roads. Among the men closely identified with the legal department of great lines is William W. Cotton, who is attorney and secretary of the Oregon Railroad and Navigation Company. For many years he has been a prominent factor in railway litigation of the northwest and by his energy and efficiency has attained recognition which is accorded only through years of faithful and capable service.

Mr. Cotton is a native of Iowa and was born at Lyons, December 13, 1859. He is a son of Ayleff R. and Laura Cotton. He received his preliminary education from his mother after which he graduated from the Pennsylvania State Normal School at Millersville, Pennsylvania, and matriculated in the law school of Columbia University, New York, from which he was graduated in 1882. He was an apt student and after several years of practical application of the lessons which he had learned under some of the greatest instructors of the country, he became, in 1888, assistant to the general solicitor of the Union Pacific Railway Company, at Omaha, Nebraska. In 1889 he came to Portland as general attorney for the Portland Division of the Union Pacific Railway Company and when the line passed into the control of the Oregon Railroad and Navigation Company, he became connected with the latter organization. He early gained recognition on the Pacific coast as a brilliant lawyer and in 1901 he was appointed as an associate of Judge C. B. Bellinger, of the United States District Court, to prepare a new edition of the laws and codes of Oregon, which duty he discharged with marked ability and fidelity.

On August 29, 1888, Mr. Cotton was happily married, the lady of his choice being Miss Fannie C. Collingwood, of Pittsburg, Pennsylvania. Mr. Cotton has been actively connected with corporation litigation ever since he began his professional career and is known as a lawyer of strong personality who is always able to present a reason for any legal proposition he advances and who never gives up a cause until the court of last resort has rendered a final decree. He is a clear and logical thinker and a good speaker and has a knowledge of law possessed only by those who burn the "midnight oil" and who spare no labor or pains in the quest of law or authorities covering the point at issue. In certain departments of the law Mr. Cotton is regarded as a specialist. He is one of the best informed lawyers of the state as to the statutes, state or federal, relating to railway corporations. From intimate connection with the Oregon Railroad and Navigation Company, he has gained an amount of information pertaining to those lines that is of great benefit to the companies he represents.

Mr. Cotton is well known in club circles and is a member of the principal clubs of the city, including the Arlington, Commercial, University and Waverly

Golf Clubs. In politics he is in sympathy with the republican party but he has not figured prominently in political affairs, as his attention is mainly devoted to intricate legal problems that require a great deal of time and attention. He is a gentleman of pleasing manner and of wide information on public questions, especially those affecting the Pacific coast, and from the time of his arrival in Portland has heartily responded in advancing any interest than redounded to the benefit of Portland or the Columbia river region.

P. B. SINNOTT.

It seems a far distant period from the present back to the time of the boyhood of P. B. Sinnott, who is now eighty-one years of age. And indeed through this period many important chapters of history have been written and in the northwest Mr. Sinnott has taken an active and helpful part in shaping the records of this region. His birth occurred in Wexford county, Ireland, May 29, 1829, his parents being Nicholas and Mary Sinnott, who spent their entire lives on the Emerald isle. In that country P. B. Sinnott attended school and it was his intention to enter St. Peter's College but events shaped his life otherwise.

He left Ireland in 1848 when nineteen years of age, crossing the Atlantic to New York, where he arrived after a voyage of six weeks and two days. He secured a position in the wholesale grocery store of Stillwell, Brown & Company, of New York, at a salary of ten dollars per month and board, but had been in their employ for only a short time when two Chicago men went there to buy goods. They offered Mr. Sinnott a position at higher wages and he accompanied them to the middle west, the trip being made by way of the Great Lakes. However, after reaching Chicago he did not see much opportunity for advancement there and wrote to a steamship company in New York to get information concerning their rates to California. He found that he had enough money to make the trip and accordingly he journeyed by way of the Panama route. He was twenty-eight days in reaching his destination. Landing at San Francisco he went up the river to Sacramento, and soon afterward began mining in that vicinity, remaining there until 1861. Unlike others, he met with good success in his search for the precious metal. He then took a trip to the east where he met his brother, N. B. Sinnott, who was then a clerk in a hotel in Peoria, Illinois. His brother returned with P. B. Sinnott to the coast and they purchased the Columbia Hotel at the corner of Washington and Front streets, in Portland, conducting the hotel with success until the building was torn down. At that time P. B. Sinnott was offered the position of Indian agent for this section and for sixteen years thereafter filled the same most acceptably, being appointed four times. He had previously had practical experience with Indians for he had taken part in the Rogue River war. He was at that time engaged in mining but to defend his life and his interests was compelled to fight, and in fact was forced to leave the district, owing to the hostility of the redmen. In his position as Indian agent he discharged his duties capably, promptly and efficiently, and on his retirement from that office occupied a position as deputy in the United States marshal office for four years. He then turned his attention to the real-estate business which he followed with success, and he is still the owner of considerable property here which is the visible evidence of his life of enterprise, his judicious investment and his sound judgment in business affairs.

On the 28th of August, 1864, in Portland, P. B. Sinnott was united in marriage to Miss Bridget Moran, whose parents died in Ireland. Mrs. Sinnott came to the United States when about eighteen years of age and by her marriage became the mother of five children: Nicholas, now deceased; James, an attorney, who was graduated from St. Mary's College at San Francisco and

has now passed away; William D., formerly an attorney but now a real-estate man, who married Mollie Murphy; Frank, who is in partnership with his brother William and married Anna Wertz, by whom he has three children, Francis, Flavia and Robert P.; and Mary F., who is the widow of John T. McDonald and has four children, Joseph M., Edward, Meriam L. and Flavia. Mr. Sinnott gave his children excellent educational opportunities, all having graduated from St. Mary's College at San Francisco.

Mrs. Sinnott was born in county Donegal, Ireland, and came to Portland a half century ago by water. Mr. Sinnott was one of the early members of the Ancient Order of Hibernians and he and his family are all communicants of the Catholic church. His political allegiance is given to the republican party. Few men of his years keep so closely in touch with the spirit of the times and the questions and issues of the day as does Mr. Sinnott—a well preserved man of eighty years, whose life has been an active and useful one. His public service has been characterized by the utmost loyalty and his business affairs have at all times been conducted with absolute regard for the rights of others.

ABIGAIL SCOTT DUNIWAY.

PERSONAL REMINISCENCES OF A PIONEER.

The ancestral Bible of the Scott family records that I was born October 22, 1834. My honored father, John Tucker Scott, born in Kentucky, in 1809, of Scotch-Irish and English parentage, and my beloved mother, Ann Roelofson, born in 1811, of German, French and English stock, imparted to their old-fashioned Illinois family of a dozen sons and daughters, the combined ruggedness and elasticity of physique and temperament which the hardships and privations of pioneer life strengthened in a marked degree in some of us, and so weakened the constitutions of others that half of us died in infancy or youth, and the remainder lived, or are living, to a ripe old age.

Of this family the writer hereof was the third, born in a humble border cabin home, on the fourth anniversary of a (not in those days unusually) fruitful marriage; although my mother once informed me, in after years, that my father was cross, and she herself had wept bitterly, because I was a girl. Their first born, a boy, had died in infancy, bringing them their first great sorrow; and the second, being a daughter, was a serious disappointment to both parents, while I, who had the temerity to follow her as to sex, was a grievance, almost too burdensome to be borne.

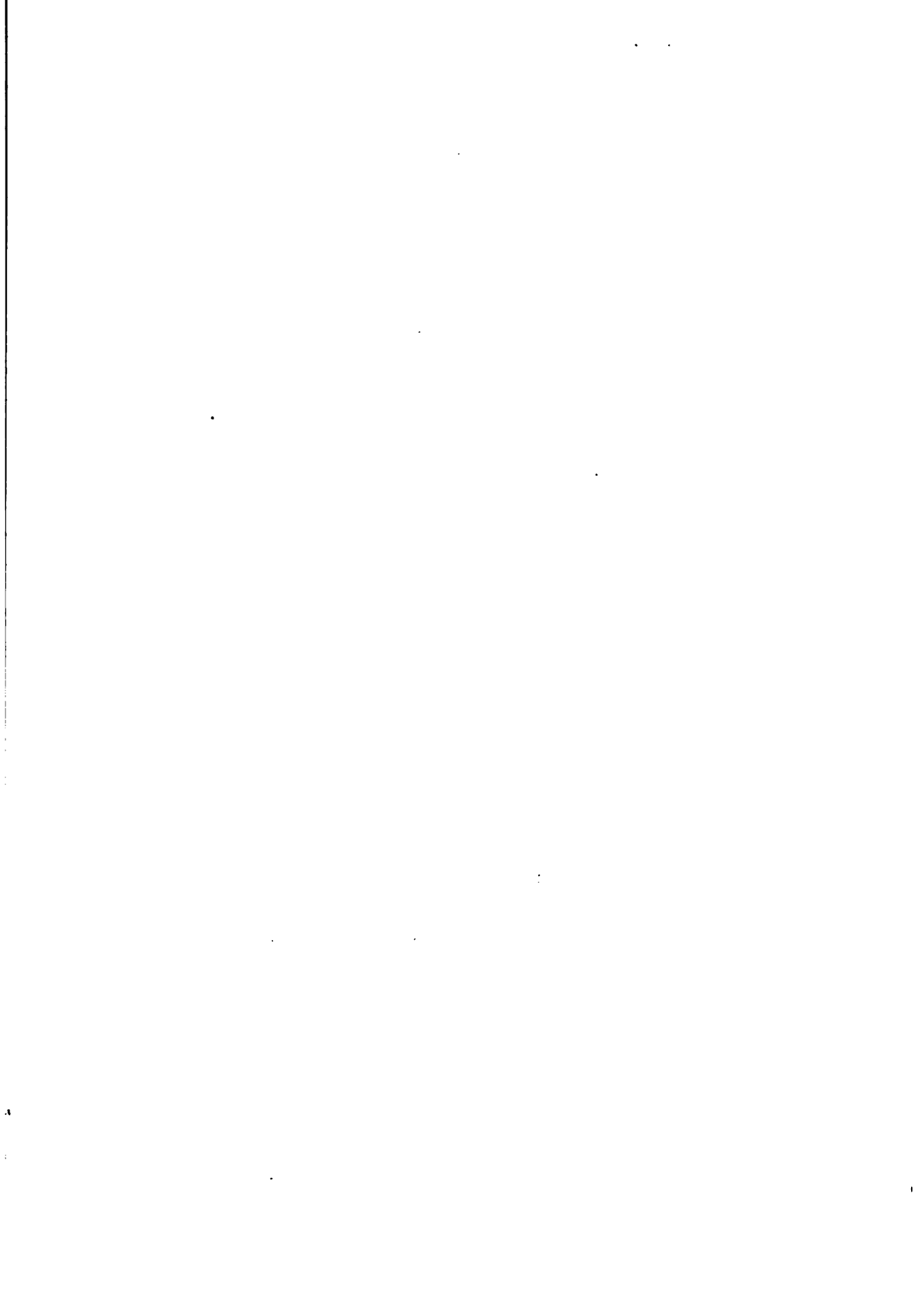
The first home of my grandfather Scott, bearing any semblance to pretension, was built during my first year of bodily existence; and my grandmother Roelofson, having broken her leg in a fall and in the absence of proper surgery, being a cripple ever after, the household burdens of two ancestral border homes fell upon my faithful mother, who once told me sadly, that I sat on the floor during my first summer, complaining and neglected, soothed only by a piece of bacon, attached by a string to a bed-post, or a loom stanchion, until I would fall asleep from exhaustion, a prey to numerous house flies.

My first task, as I remember it, was washing dishes while standing on a chair to reach the table; my next was a seemingly overwhelming job of paring, quartering, coring and stringing apples, in long festoons for drying. Then followed the sleep-urging monotony of picking wool by hand; and after this came the spinning wheel, of which my elder sister and I became expert manipulators.

In the springtime, as I grew older, came always the work of the maple sugar camp, and after that, corn planting; then followed hoeing corn and potatoes. Milking the cows morning and evening was a regular duty, and I often wielded the dasher of an old-fashioned churn, while always, in emergencies, it fell to my lot to assist my late lamented brother, Harvey W. Scott, to chop,



ABIGAIL SCOTT DUNIWAY



gather and drag the dead limbs that fell annually from the great maple, hickory and Walnut trees in the beautiful forest which my grandmother Scott had christened Pleasant Grove, a title it carries to this day.

As the years sped on I grew rapidly into a tall, spindling and awkward child, and was often ill on account of performing tasks for which my rapid growth ought to have excused an undeveloped daughter. It was at this time, and for long afterwards, the general belief among grown-ups, that no child was in danger or injury from overwork, an almost fatal misconception of a fact in my case, as the re-sodding of a blue grass lawn at the age of nine, after a hard winter, gave me a chronic weakness of the spine which will never cease to ache till after I leave the body for good and all.

Having become an overgrown though weakly young girl, I was unable to receive even the meager advantages for schooling that were accorded to the more rugged members of our household; and such learning as I got consisted chiefly of a five months' term in an apology for an academy in Stout's Grove, a rustic village in the heart of Illinois near what is now the town of Danvers.

Early in the spring of 1852, my father, having caught the "Oregon fever," sold his possessions in Illinois and started with his family and a long line of covered wagons, drawn by teams of oxen, to this land of the setting sun. The limits of this narrative preclude further details of that perilous journey, further than to say that of the many who perished by the wayside in that eventful year, lingers longest and tenderest the memory of our faithful, gentle and self-sacrificing mother, whom we laid away, for the eternal sleep of the body, in the solemn fastnesses of the Black Hills, then known as a mighty section of "Mandan District," which is now a part of the great sovereign state of Wyoming. The silent snows of many winters have rested long upon the sacred spot wherein we laid her precious dust, but I cannot write any more about it now; nor can I hardly see, through tears, to read what has been written.

After completing our journey of six tedious months across the almost untracked continent, the still large remnant of my father's family settled for the winter of 1852-3 in the village of La Fayette, Oregon territory, at that time the county seat of Yamhill county, where, after the lapse of several months, through most of which I was employed in teaching a district school in a Polk county village, bearing the ambitious title of Cincinnati, since changed to Eola. Here surrounded by a beautiful, undulating valley, a few miles west of Salem, Oregon's thriving capital city, though still a child in my "teens," I met my matrimonial fate in the person of an honest young rancher and stockman, Mr. Ben C. Duniway, who conveyed me to his donation land claim in the wilds of Clackamas county, a dozen miles from Oregon City, where I spent four years of a difficult struggle with the (to me) uncongenial hardships of a back-woods farm. My husband, who had been a bachelor before taking me to his ranch, was the envied center of a group of about a dozen unmarried fellow ranchmen; and nothing delighted him more than to mobilize them at meal time at our cabin home in the wilderness, where it fell to my lot, whether the babies or I were well or ill, to feed the crowd to repletion, as is the habit of most wives and mothers of the frontier settlements unto this day.

Passing over the four years of farm life spent in Clackamas county and five years in Yamhill county, which had made me a physical wreck while yet in my "twenties," I was, as I now believe, providentially relieved by the results of a security debt, incurred by my husband, but for which I should doubtless, have long ago succumbed, as my dear mother and one sweet sister had done, to hardships unimagined by women of other and more modern modes of home-keeping, which many younger women of today enjoy, who little heed the changes that time and advancing civilization have wrought to their relief, through public efforts like mine, else none could be found who would seek to hinder the service of love for all humanity which alone nerved me to endure

the martyrdom of ridicule, misrepresentation and even ostracism of which I was the victim in the early years of my lonely struggle for the equal rights for the mothers of the race which has since become a world-wide movement.

I was not a willing convert to belief in equal rights for women. Blessed with a kind father and a sober, upright husband, I grew up from childhood imbued with the teaching that it was a woman's lot to engage in a lifetime of unpaid servitude and personal sacrifice; and, whether occupied with the wash tub, the churn dash, the cook stove, the kitchen sink, the mop handle, my own often infirmities or those of the ailing baby or older children, I schooled myself to imagine that I was filling my Heaven-appointed sphere, for which final recompense awaited me in the land of souls.

As all history when once recorded, becomes practically a repetition of salient facts, I will now chronicle some reminiscences from my chapter in Mary Osborn Douthit's remarkable book, "The Souvenir of Western Women," which has not been circulated generally because the lady's untimely death ended her earthly career on the threshold of its literary usefulness.

Like the man or woman of ante-bellum days who was ready at all times to assist a runaway slave to gain his freedom, but failed to comprehend the causes underlying his predicament, I for many years contented myself with the bestowal of unstinted sympathy upon women who were not in a position to speak in their own defense. But as the years went on, and I grew in wisdom, I could not help realizing that the women whose husbands would sell our butter and eggs, pigs, chickens and dried berries, to assist in the payment of taxes, in the distribution of which we had no voice, were being "taxed without representation and governed without consent." After leaving the farm and becoming a school teacher—a change made necessary by an accident that befell my good husband in the early '60s—we settled in the town of La Fayette, where for three consecutive years (or until I became a tolerable scholar myself) I gave up the double occupation of teacher and boarding-house keeper, and we removed to Albany-on-the-Willamette. Here, after another year only of teaching (without the boarders) I embarked in trade. Prior to that time I had been brought into contact chiefly with the women of the farms. As it was during the six strenuous years that I spent in trade that I learned the absolute need of woman's full and free enfranchisement, I will, by way of illustration, relate as briefly as possible a few of the incidents that gradually awakened my understanding.

One day, late in the '60s, while I was busy in the work-room of my little store, engaged in making some fashionable millinery for an estimable woman, who, having married or inherited a competence, thought all other women ought to be content with their lot, a faded little over-worked mother of half a dozen children came to me in sore distress, saying that her husband had sold their household stuff and departed for parts unknown. Then she told me of a family about to leave the town who would sell her a lot of furniture and rent her their house at a reasonable figure. "If I could borrow the money in a lump sum," she said, "I could repay it in installments." "Then," she added, between sobs, "I could keep my children together, with the aid of a few boarders." After she had left the store, and while I was inwardly fuming over my inability to assist her, a well-to-do and charitable man dropped in on a little errand, to whom I related her story. "I'll loan her the money," he said heartily. "She can give me a chattel mortgage on the furniture." I gladly arranged a meeting between the parties; the exchange was made, and all was going well with the weary woman, when, one day, the husband returned as suddenly as he had departed, and, by repudiating the wife's note and mortgage, the sovereign citizen and law-making husband nullified the transaction and maintained the majesty of the law. It is needless to add that my philanthropic friend lost his money and became a forceful advocate of equal rights for women ever after.

Another and later case was that of a woman in another county, whom I had long supplied with millinery and notions, on sixty days' credit, to support a little shop, in which she managed to earn an honorable livelihood for her growing family. Her husband, a well meaning but irresponsible fellow, noted chiefly for poverty and children, was only one of the "unlucky" heads of families everybody knows, whose wife must make the living—if there is any. One springtime, after I had concluded that this man's faithful and thrifty spouse had become sufficiently established to warrant the risk, I sold her a fine stock of millinery on credit. Her business opened with unusual promise, when, one day a stranger to her, who held a judgment against her husband on an old note and mortgage (given prior to their marriage without her knowledge and renewed annually), came into the town, employed an attorney, attached her stock and closed her business. That was more than forty years ago, and I still hold the woman's note for that stock of millinery.

Prior to the year 1872 there was no married woman in all the great domain of the Pacific northwest (except the comparatively few who held claims under the brief existence of the donation land law) who possessed a right, after marriage, even to the bridal trousseau her father had given her as a dot. As the laws recognized the husband and wife as "one," and the husband was that "one," the wife was legally "dead," and was supposed, as a matter of course, to have no further need for clothes.

For the foregoing reasons and many others for which the limits of this chapter have no space, I was at last aroused to the necessity of demanding the ballot for woman; and, although at this writing the final victory remains to be won, so many concessions have been made, all trending in one direction, toward the objective goal, that it would be indeed an obtuse man or woman who would doubt our ultimate and complete success.

The first law enacted by the Oregon state legislature recognizing the legal existence of married women called "The Married Woman's Sole Trader's Bill," was passed in the year 1872. This law enabled women needing its provisions to register themselves as "sole traders" in the office of their county clerk, thus protecting their personal earnings, outside of the mutual living expenses of the family, from dissipation by the husband's creditors.

A law enabling women to vote for school trustees and for funds and appropriations for public school purposes, "if they have property in the district on which they or their husbands pay a tax," was enacted in 1878. They were also empowered to fill the offices of state and county superintendents of schools, but the law was contested in 1896 by a defeated candidate and declared unconstitutional by the supreme court.

Public sentiment now encourages the employment of women as court stenographers, as clerks in both houses of the legislature, on legislative committees and in various other subordinate offices. They may serve as notaries public, and no profession or occupation is legally forbidden to them. All the large non-sectarian institutions of learning are open alike to both sexes.

If either the husband or wife die intestate and there are no descendants living, all of the real and personal property goes to the survivor. If there are children living, the widow receives one-half of the husband's real estate and one-half of his personal property; but the widower takes a life interest in all of the wife's real estate, whether there are children or not, and all of the personal property absolutely, if there are no living descendants—half if there be any. All laws have been repealed which recognize civil disabilities against the wife which are not recognized against the husband except the fundamental right of voting and helping to make the laws which she is taxed to maintain, and to which, equally with man, she is held amenable.

Of the growth of public sentiment regarding the ultimate extension of this right to women, it is significant to note that when a constitutional amendment to enfranchise woman was taken in 1884, the vote was, ayes, 11,223; noes, 28,-

176. And, although the population was more than doubled when the amendment was resubmitted in 1900, the vote throughout the state stood, ayes, 26,265; noes, 28,402. It will thus be seen that although the "no" vote was only augmented in sixteen years by 226, the affirmative vote was increased by 15,042. One county gave a majority for the amendment in 1884. The vote in 1900 gave us two-thirds of the counties of the state. One county was lost by a tie, one by a majority of one, and one by a majority of thirty-one.

With the advent of the Lewis and Clarke Exposition in 1905, came for the first time into Oregon the officers and organizers of the National American Woman Suffrage Association, who held a convention in Portland in June of that year; and finding here a (to them) unprecedented array of public sentiment favoring the suffrage movement, and erroneously attributing its popularity to themselves, managed by a clever ruse to remain till after the June election of 1906, for which five years of steady local effort had paved the way leading to an initiative petition to secure, for the third time in the history of our movement, the submission of a constitutional amendment to a referendum vote of the electorate of the state; and, though we had been sure of at least thirty-six thousand votes for the affirmative before our national friends had entered Oregon at all, and although there was no lack of logic, brilliancy or wit among our imported co-workers, they made the mistake they had often previously made in other state suffrage campaigns, of enlisting a little organization of well-meaning women of one political idea, who got up meetings for them all over the state, under a prohibition coloring, to which the business men of the state have ever since falsely accused the suffragists of pandering under a thin disguise.

Eastern and southern women do not understand the liberty-loving spirit of our western border; and their control of our campaign of 1906 brought to us our first organized opposition to our cause, that, owing to the rapid increase of negative votes from older states which followed the Lewis and Clarke Exposition, would seem hopeless but for the fact that our affirmative vote has practically held its own through two subsequent elections, while the overwhelming vote of 1910 for the reenfranchisement of the women of Washington, who had been voters in territorial days, has reassured our weary workers and brought us out of the ambush that kept us silent and defenseless through our electoral campaign of 1908 and 1910, which men voted down.

Our initiative petitions are ready for the submission of our equal suffrage amendment to the voters of 1912; and we, having emerged from seclusion, are pressing forward in the open, in the serene belief that our fathers, husbands, brothers and sons will proudly emulate the chivalrous voters of Wyoming, Colorado, Utah, Idaho and Washington, who have extended the full privileges of the elective franchise to their best and truest friends, the women within their borders. Our shibboleth for 1912 is VOTES FOR WOMEN, our motto for the campaign is MAKE OREGON FREE.

(Editor's Note.)

Mrs. Abigail Scott Duniway, affectionately known in later years throughout the Pacific northwest as "Oregon's Grand Old Woman," having omitted in her autobiographical sketch, as chronicled in these pages, all mention of the distinguished honors accorded to her during the varying vicissitudes of her long and busy life, it falls to the pleasant lot of a friend to chronicle some of the more significant incidents of her public and private history, which have made her name a household word in thousands of homes.

Mrs. Duniway first came into prominence in 1859 through the publication of a little book entitled "Captain Gray's Company, or Crossing the Plains and Living in Oregon." "The book was never worthy of the public attention it received, and I have always wondered at its sale," said the motherly old lady

in a recent interview. "It was rank presumption that induced me to write it. I was an illiterate border child-wife, the overworked mother of little children, surrounded by the crudest possible pioneer conditions, through which I began grasping blindly at unknown literary straws. I outgrew the work long before it reached the public eye and would have suppressed it in its infancy if I could; but it went rapidly through two editions before it was allowed to die. It builded for me better than I knew, however, since it helped to open many devious ways to opportunities for education and advancement through which I have struggled upward for more than half a century."

After leaving the Yamhill county ranch, now the famous apple orchard founded by Millard Lownsdale, Mrs. Duniway began teaching a private school in the village of La Fayette, but its patronage being insufficient for the support of her invalid husband and growing family, she prepared a dormitory in her home and readily filled it with young lady boarders. In order to properly feed and care for these boarders and her own household, in a community where hired domestic help was not attainable, Mrs. Duniway would arise regularly at four o'clock A. M. in winter and at three o'clock in summer to complete her work in the home before nine o'clock and school time.

Selling out her school in La Fayette, we next find Mrs. Duniway teaching a private school in Linn county, in the town of Albany, from which she emerged into the millinery business, which she managed successfully for six years. Then, selling out at a profit, she startled the country by moving to Portland, where, in the spring of 1871, she bought a printing office and established a weekly newspaper—The New Northwest, which at once attracted many readers. The country was new, the people were liberal and prosperous; and her advocacy of equal political rights for women meeting with unexpected favor in Oregon, Washington and Idaho, she soon found herself regularly employed in the lecture field, where she has ranked for forty years among the most able women speakers of the world.

"I ought to have been among the richest women of America," she remarked reflectively, "but my husband, having once pauperized himself by becoming surety for an ambitious friend, went to the other extreme and refused to put his signature to my papers; and I, being his wife, was legally dead and couldn't buy property in Portland while it was cheap. But its all right," she added, with a smile. "If I had accumulated riches I might have been an anti-suffragist."

Her address before the constitutional convention in Boise, Idaho, July 16, 1889, was a masterly analyzation of the prohibition problem and resulted in securing a pledge from the leading state officials and other business men of Idaho to submit the question of equal suffrage to a vote at the first election following the territory's admission to statehood, and was an important factor in making Idaho women free.

The celebration of Oregon's fortieth year of admission to statehood was held on the 14th of February, 1899, in the house of representatives at Salem, where, before the joint assembly of the state legislature and a vast audience of visitors, among the most famous speakers of the state, Mrs. Duniway was accorded the valedictory, or place of honor on the programme, and achieved high distinction.

One of her most logical speeches on the progress of all women toward ultimate equality of rights was made at the unveiling of the statue of Sacajawea at the Lewis and Clarke Exposition in the summer of 1905 and was followed by the extension of an invitation to her from President H. W. Goode, to accept the date of October 6th as Abigail Scott Duniway Day—the first reception of its kind ever extended to any woman outside of royalty by the official head of any international fair.

In January of 1910, Mrs. Duniway was made a duly accredited delegate by Governor F. W. Benson, of Oregon, to the Conservation Congress of Governors, held in Washington, D. C., where she made an impassioned plea for national recognition of equal rights for women and was accorded much consideration by

distinguished men who marveled at the logic and eloquence of this elderly woman of the border.

Mrs. Duniway's descriptive poems rank high. Oregon, Land of Promise and her Centennial Ode, the latter in commemoration of opening day at the Lewis and Clarke Exposition, being considered among her best. Numerous works of fiction appeared as serial stories in her New Northwest during the sixteen years of its publication, which their author says will be offered to the public in book form if she can ever command the time for their proper revision. Her latest book, *From the West to the West*, brought out by A. C. McClurg & Company, of Chicago, in 1905, still enjoys a steady sale.

Of her family of six children, her only daughter, Mrs. Clara Duniway Stearns, a beautiful and accomplished woman, died in January, 1886. Of her five sons, Willis S. is Oregon's state printer, Hubert R. is a wholesale lumber dealer in New York; Wilkie C. is superintendent of The Portland Evening Telegram; Clyde A. is president of the State University of Montana; and Ralph R. is a prominent attorney of Portland. Her husband, Mr. Ben C. Duniway, passed away in August, 1896, beloved and honored by a large circle of relatives and friends. "My children are my highest achievement and principal asset," said Mrs. Duniway, with another of her motherly smiles, as the compiler of these chronicles ended a most interesting interview.

WILLIAM ALEXANDER GORDON.

William Alexander Gordon, well known in the grain shipping business on the Pacific coast, was born April 29, 1864, at Woodstock, province of Ontario, Canada. He comes of Scotch lineage and is the son of the Rev. David B. Gordon, a Presbyterian minister, and the grandson of William Gordon, a well known pioneer of Canada, who lived at Bayside, Whitby. His mother was a daughter of Alexander Bain, of Forres, Scotland, also prominent during his life in business and literary circles.

Though when a boy rather inclined toward a literary career, Mr. Gordon left school at sixteen to take a clerkship in a bank at Nevada, Iowa, but continued his studies in Latin, Greek and higher mathematics under a private tutor after banking hours for a period of three years. During this time also he became imbued with a desire to visit the Pacific coast. This idea was fostered by tales told him by his employer who had pioneered along the coast in the early '70s. In 1882 Mr. Gordon started for the west. Arriving in San Francisco, he found employment with the publishing house of A. L. Bancroft & Company, leaving them, however, a few months later for Portland, where he secured a position as accountant with the firm of McCracken & Mason, with whom he remained until that firm retired from business. Later he became connected with the well known firm of Allen & Lewis, filling the positions of bookkeeper and cashier and remaining with the firm some twelve years, gaining a broad and comprehensive experience that has served him in good stead in after years.

In 1898 Mr. Gordon embarked in business on his own account and was associated for several years with the late Henry F. Allen, the well known capitalist of San Francisco, and afterward with C. Lombardi, who still retains an interest in the corporation of The W. A. Gordon Company, of which Mr. Gordon is the president, and which is counted one of the conservative and substantial concerns in Portland. A branch of the company in San Francisco also transacts an extensive business.

Mr. Gordon is happily married. His wife was a Miss Garner, whose family were originally from Bourbon county, Kentucky, and related to the Peytons and Mitchells of that section. Her mother's family name was Wayne and she is a direct descendant of General Anthony Wayne of Revolutionary fame. Three



W. A. GORDON

vicinity of Portland for two years, but in 1859 came to Vancouver, where he took charge of the engine in a sawmill owned by his father-in-law, Louis Love. For over four years he was thus engaged, at the end of which time he began farming on the Love ranch known as the Taylor place on the river road. Two years were devoted to agricultural pursuits and the following year was spent in Washougal. Subsequently he took a homestead, which is now the Stamp place, on La Camas Lake, but relinquished that to the government after five years and on account of the illness of his wife removed down on the Columbia river to the Love ranch and worked in a saw and flourmill. He afterward returned to Vancouver, where he entered the employ of the Oregon & California Railroad, with which he was connected for two years, when he went to Columbia City, where he built a sawmill. A year later, however, he removed to Buena Vista, where he operated a saw mill, after which he engaged in various lines of work until 1888, when he settled upon the ranch which he now owns. He took this up as a claim from the government—one hundred and sixty acres. It was mostly covered with timber and he has cleared seven acres. He has put all good improvements on the farm, has fenced the place and is now devoting his energies to the cultivation of the fields.

On the 26th of October, 1856, Mr. King was married to Miss Melinda J. Love, of Portland, the wedding being celebrated at her home, then on Clay and Front streets, in the Rose city. They became the parents of six children, but only one is now living, William D., of Portland. Mr. King has reached the advanced age of seventy-five years. He is a member of the Pioneer Society, having been a resident of Oregon since 1853. His entire life has been characterized by high principles and manly conduct. He has never played cards nor drank liquor of any kind, and has always held firmly to a course that he has believed to be right, thus commanding the entire confidence and good will of his fellow-men.

JESSE C. HESS.

Jesse C. Hess, who is engaged in the conduct of a garage and automobile repair business in Portland as a member of the firm of Hess & O'Brien, was born in Wheatland, Oregon, December 29, 1882, a son of David and Sarah C. Hess, who are now residents of Montavilla. His youthful days were spent in his parents home and his preliminary educational advantages were supplemented by a course of study in Mount Angel College. He turned from his books to take up the machinist's trade, which he learned in Portland, having thorough training and practical experience in that line. After learning the trade he established a bicycle and machine shop on his own account, conducting a successful business in that line until 1908, when he sold out. He was located at No. 307 Stark street. On disposing of his interests he went to the mountains, but after a brief time returned to Portland and was engaged with the Foster Kleister Company for a short time. He then established his present business, opening a garage and automobile repair shop on the 5th of July, 1909. The business was incorporated on the 5th of November of the same year under the name of Hess & O'Brien, for Mr. Hess had admitted R. D. O'Brien to a partnership in the undertaking. At one time George F. Brice was also interested in the business but sold out to Messrs. Collins and Younger, who are now stockholders of the corporation, while Mr. Hess purchased the interest of his original partner, Mr. O'Brien. He is the secretary and treasurer of the company, While L. Collins fills the position of president and G. E. Younger is vice president. On the 1st of June the business was removed to a building erected especially for this company. It is one hundred feet square, situated at the corner of Davis street and Union avenue, and they also occupy the old building

of two stories, fifty by seventy feet, both being needed for the conduct of their constantly growing enterprise.

On the 18th of February, 1905, Mr. Hess was united in marriage to Miss Harriet Lavene Madden, a native of Portland. While the young man is making substantial progress in the field in which he now labors, his energy and determination—his salient characteristics—promise well for success in the future.

DENNIS S. MURPHY.

Few men have had the experiences by sea and land which have fallen to the lot of Dennis S. Murphy. Starting as a cabin boy in a government war ship on the Atlantic, he visited the principal ports of the great ocean and after years of labor, involving many hardships and adventures, he found a safe harbor on the Pacific coast. Here he is now living retired, surrounded by the comforts of an elegant home and daily greeted by friends with whom he can exchange reminiscences of earlier times. The story of these early years of Mr. Murphy's life is more interesting than any tale drawn from the imagination, and presents most strikingly the career of the sailor as it was exemplified before the period of the Civil war, and before the fast modern steamship began to plow the ocean.

Dennis S. Murphy was born in County Cork, Ireland, December 23, 1835. He is a son of John and Mary Murphy. His father was engaged in the shipping business in the old country and there he died in 1846, while the subject of this sketch was quite young. At eleven years of age Dennis Murphy came to America with his mother in a sailing ship, landing at Boston after a voyage of seven weeks. The family resided in Boston until 1849, when Mrs. Murphy moved to Lawrence, Massachusetts. The son was educated in the public schools, but in order to assist in the support of his mother, left school to work in a woolen factory at Lawrence. At seventeen years of age the call of the sea drew him from the spindle and the loom and in the port of Charlestown, Massachusetts, he joined the battleship Ohio and was enrolled as cabin boy, continuing under Captain Long for about six months. In 1853 he went to sea from Boston on the ship Sarah, on a trading trip to the western coast of South America. In April, 1854, he joined the Merrimac as ordinary seaman on a voyage across the Atlantic with a load of lumber, the ship next going to one of the German ports and picking up a lot emigrants for New York. His next experience was as ordinary seaman on a passenger ship, the Mercury, which made a round trip to France. Upon returning he shipped on the R. A. DeGamble for St. Marks, Florida, where a load of cotton destined for the New York market was taken on board. At New York he transferred his allegiance to the Lovett Peacock, bound for Savannah, Georgia, from which port the young sailor went to the West Indies with the Emma Chase. Returning to New York he visited the port of Havana, on the bark Albertina, and returned with a cargo of sugar, rum, molasses, etc. A trip to Nova Scotia followed with the bark Byron, which, loaded with lumber, was immediately followed by a voyage on the Demarara to British Guiana, on the northern coast of South America, and to Turk Island, for a load of salt which was conveyed to Providence, Rhode Island. Still desirous of further experience at sea, the now thoroughly experienced sailor joined the ship Hadie for Shanghai and Hongkong, China, then embarking with the N. B. Palmer, of New York, for Siam, where the ship was loaded with rice for Hongkong. From this port he shipped with the Mary Wenholt, landing for the first time in San Francisco in 1857. Here he began to feel at home. Entering the coast trade, he made three trips to Panama and continued on the coast vessels until 1862. He then became connected with the Oregon Steam Navigation Company, continuing with this company and with Oregon Railway & Navigation Company, its successor, until September, 1908, when he retired from active affairs.

Since 1880 he has made his home in Portland and few business or sea-faring men of the northwest have a wider circle of friends and acquaintances. In the course of his long career he has passed through many vicissitudes and has been personally acquainted with many of the prominent characters of the coast, who have now passed from the state. As the shadows of evening draw near the veteran of six decades in many seas and lands looks back with few regrets as his life has been in an important degree governed by the wise teachings of a mother whose chief regard was for the comfort and welfare of her children.

Mr. Murphy was united in marriage at The Dalles, Oregon, April 27, 1874, to Miss May Croden Horsley, a daughter of Joseph and Isabella (Wright) Horsley. Eleven children came as a result of the marriage: Mary Isabella, now Mrs. W. P. Sinnatt, of Portland; John F., who died at the age of nine years; Ralph, of Portland, who married Lulu Thomas, the couple having one child, Herold; Edward M., of Burke, Idaho, married to Esther Larson, one child, Mary E., having been born to them; Anna C.; Maude E.; Edna C.; Florence W.; Chester M.; and Julia A., all of whom are at home; and one who passed away in infancy.

Mrs. Murphy is a native of Stockton, California. Her father came to California in 1849 and was a mining man. He joined the Union army in 1862 and saw service against the Indians in New Mexico. He died in 1862 at Stockton, California. Mrs. Murphy came to Oregon the same year with her mother, and here met her future husband. She was born and reared in the fold of the Roman Catholic church and has always adhered, as has her husband, to its tenets. Although the educational advantages of Mr. Murphy in his youth were limited, he has learned many lessons in the greater school of experience, and in the course of a long life of contact with all classes of men had deeply impressed upon his mind the advantages of sobriety, industry and economy, and of square dealing in all business transactions, public or private. In his own life as a citizen and head of a large family he has illustrated the practical principles that make civilized society possible and at the age of seventy-five is one of the honored members of a community where for thirty years he has lived and worked and cheerfully borne his share of the burdens. He now enjoys, in the evening of a busy life, a well earned rest.

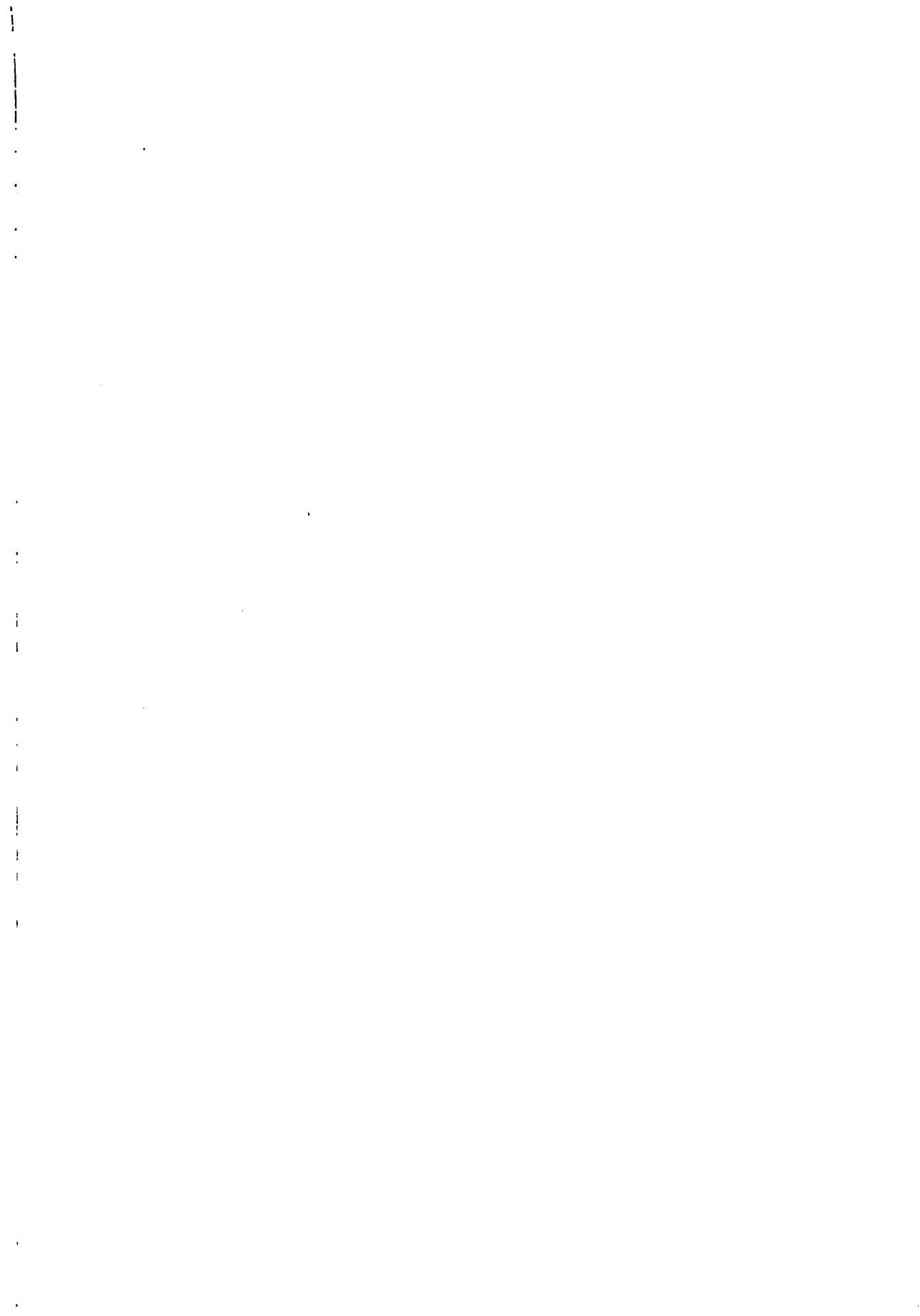
HIRAM TERWILLIGER.

Among the pioneer families of Oregon the name of Terwilliger will always occupy a prominent place. James Terwilliger arrived in Oregon from a home in Illinois, nearly two thousand miles away, by overland trail, in 1845, and built the first house in Portland. Terwilliger Park, one of the beautiful breathing spots of Portland, is a gift from the family and its members have been actively connected, since the early occupancy by white settlers of the Willamette valley, with the movements which have resulted in the gratifying development witnessed today.

Hiram Terwilliger, whose name stands at the head of this review, is a well known ranchman and miner, now living retired and spending the closing days of a long and active career amid the scenes with which his father was familiar for many years. He was born at Vernon, Knox county, Ohio, March 6, 1840, a son of James and Sophronia (Hurd) Terwilliger. Both families were of Holland Dutch descent, the Terwilligers, as shown by the colonial records, being among the first settlers of New York. The great-grandmother of Hiram Terwilliger on his father's side was owner of a large tract of land on the site where New York city now stands. James Terwilliger was a blacksmith of Knox county, Ohio. In 1841 he joined a movement that was then attracting a great deal of attention and turning his face westward, removed to



JAMES TERWILLIGER



Hancock county, Illinois, on the Mississippi river, which had already attracted the favorable notice of the Mormon leader, Joseph Smith. Here many of the Latter Day Saints were gathering and at Nauvoo they erected a temple and aroused great antagonism on the part of many of their neighbors. James Terwilliger built a blacksmith shop, at a crossroads, where he also took up land for a farm. The Mormons continuing to arrive from eastern states and from Europe, he yielded to their solicitations and, selling his farm, decided to accompany them to the new northwest. This was before the time of the gold excitement, and when farming, fur trading and merchandising were about the only occupations known in the great regions between the Mississippi river and the Pacific coast. Mr. Terwilliger started for his new home with a team of four oxen drawing an emigrant wagon in which were his wife and four children, and a few of the most urgent necessities of pioneer life, among them his ax, gun and ammunition. The trip required six months, from April to October, but proved too severe for Mrs. Terwilliger, who yielded to the hardships and died before the caravan reached the end of its journey. Her husband, being left with four children, bravely took up the responsibility. Arriving in the valley where Portland now stands, October 3, 1845, he at once proceeded to the erection of a log cabin at what is now the corner of First and Morrison streets. He also built a blacksmith shop and resumed work at his trade amid new surroundings, being the first blacksmith in Portland. In 1847 Mr. Terwilliger was married to Mrs. Palinda Green, and in 1850 the family home was established in South Portland. He secured a tract of six hundred and forty acres of land, now within the boundaries of Portland, which afterward became a donation claim, eighty-one acres being still in possession of our subject, who resides thereon. This land became very valuable as the city grew, and portions from time to time were sold off for residence purposes. Mr. Terwilliger was one of the leaders in the early days and was actively connected with public affairs. He served as colonel of the state militia and gained the respect of his associates who were among the substantial citizens of Portland. His earthly career terminated in 1890, when he had reached the advanced age of four score and four years. The tract of land now known as Terwilliger Park was originally donated to the city as a cemetery but was later dedicated to its present use and is a permanent monument to a man who was one of the first to discern the possibilities of this site as the location of a growing city.

Hiram Terwilliger was five years of age when he crossed the plains and his eye first rested upon the beautiful Willamette valley. He has witnessed the transformation of a wilderness into a modern city, possessing all the comforts, conveniences and elegancies of the twentieth century, and in this transformation he has assisted. He was educated in the early schools of Portland and at Forest Grove, when, in 1849, nearly all the able-bodied men hurried to California in quest of golden treasure, the children being gathered at Forest Grove where school advantages were not interrupted. In 1862 Mr. Terwilliger went to the mines of Idaho and later, for four years, worked in a logging camp in Oregon. Attracted to the water, he followed the sea for three years, operating along the coast. For a year and a half, in 1869 and 1870, he conducted a feed and grocery store in Portland but became interested in the dairy business in Tillamook county, where he continued for four years. He has since resided in Portland and has extensively engaged in ranching and mining. His home occupies a beautifully improved site of one and a half acres, and he is also the owner of seventy-five acres of land in Portland and an interest at the corner of First street and Morrison, where his father originally settled.

Mr. Terwilliger was united in marriage at Tillamook, Oregon, July 12, 1869, to Miss Mary Edwards, a daughter of Joseph and Margaret Edwards, who crossed the plains in 1862 and settled at Tillamook. Mrs. Terwilliger is a native of Keokuk, Iowa. Four children were born of this union: James, of Portland; Joseph, also of Portland, who married Elizabeth Barrett; Charlotte, now

Mrs. Frank Butz, of this city, who has two daughters, Latha and Ethel; and Virtue, the wife of Edward Rogers, of Portland, by whom she has three children, Ruth, George and Mildred.

Mr. Terwilliger, like his father before him, has experienced many of the joys and sorrows of life and gained many lessons which are only to be learned by actual contact with men and affairs. He years ago attained prominence and prosperity and is recognized as a worthy representative of a name which has been borne by many useful and conscientious men and women and is honored not only on the Pacific coast but equally so on the coast of the Atlantic. He affiliates with the republican party but has never cared for public office.

HENRY WAGNER.

Henry Wagner has been a representative of the farming interests of Clarke county, Washington, since 1883, and since 1877 has resided in the Columbia river valley, his parents taking their family to the city of Portland in that year. He was born in Germany on the 13th of April, 1864, and when three years of age came to the United States with his father and mother, Henry and Wilhelmina (Reese) Wagner, who at that time settled in Chicago.

At the usual age their son Henry became a pupil in the public schools, which he attended until thirteen years of age, when, in 1877, the parents sought a home in the Pacific northwest, becoming residents of Portland. There the father died in 1895 but the mother is now living upon the farm with her two sons, Henry and William, who are cultivating the farm together. The latter was born in Chicago and since coming to the west the two brothers have had identical business interests. The family lived in Portland for two years after their arrival in Oregon and then removed to The Dalles, where Henry Wagner grew to young manhood. In March, 1883, when but twenty years of age, he came to Clarke county, settling on a ranch of one hundred and sixty acres eight miles east of Vancouver, which the family purchased at that time. It was all timber land but the brothers cleared and improved it and now have forty-five acres under cultivation. The soil is very rich and productive and responds readily to the care and labor bestowed upon it. In 1900 they erected a fine modern residence, containing ten rooms. They have fenced their place and have thus divided it into fields of convenient size, and all modern equipments are found, indicating their progressive spirit. They are engaged in general farming and make a specialty of the raising of grain and potatoes, and are also carrying on a dairy business while a considerable income is obtained from cutting and hauling wood. Henry Wagner is an energetic man, whose life has been characterized by unremitting industry and close application, and thus he has carved out for himself the path to success.

WALLACE W. PATTERSON.

Wallace W. Patterson, who is engaged in a general plastering business, in which connection important contracts are awarded him, so that he has achieved a substantial and gratifying measure of success, was born in South Haven Michigan, May 25, 1864. The first six years of his life were there spent, after which his parents, Moses and Mary Elizabeth Patterson, removed with their family to Wood county, Ohio, where he remained until about seventeen years of age and then came to Portland with his mother and older brother, Frederick. This was in 1882. His education had been acquired in the public schools of Wood county, his time being largely devoted to his studies until his left for the far west.

After reaching Portland Mr. Patterson began learning the plasterer's trade with Napoleon Kennedy, who was one of the pioneer plastering contractors of Portland. He worked as a journeyman for some time and gained an expert knowledge of and skill in the business. About eighteen years ago he formed a partnership with Michael Harris, of whom mention is made on another page of this volume, and for twelve years they were associated in business, during which time various important contracts in their line were awarded them. On the expiration of that period the partnership was dissolved and Mr. Patterson has since been alone. He does a general line of plastering and has been engaged in this way on the interior finishing of many of the business houses, private residences, and apartment houses. It is said that he has plastered more apartment houses than any man in this city, including all those erected by W. L. Morgan, who stands first among the builders of apartments in Portland. Mr. Patterson's business has long since reached extensive and profitable proportions, indeed, there are few who equal him in the amount of business in his line, and as success has rewarded him he has made judicious investments in property, being now the owner of considerable valuable real estate in this city.

On the 2d of August, 1890, Mr. Patterson was united in marriage to Miss Anna B. Inman, a daughter of L. F. Inman, a native of New York. They became the parents of five children: Flora, who is now attending the Portland high school; Claude, Edith and Frederick, who are all in school; and Donald. The wife and mother died on the 26th of October, 1909, and her death was a deep blow to many friends as well as to the immediate members of the family. Mr. Patterson has always voted with the republican party and yet has never been a politician in the sense of office seeking, preferring to give his undivided time and attention to his business affairs which, capably conducted, have brought him to a prominent position on the plane of affluence. In manner he is quiet and unpretentious, but his genuine worth and thorough reliability are recognized by all who have had business dealings with him.

WILLIAM L. MALLORY.

William L. Mallory, proprietor of the Oregon Live Stock Exchange and Burnside Stables, was born on a farm in Allegany county, New York, January 4, 1857, and in the year 1868 came with his parents to the northwest. His father, Augustus Mallory, who died January 29, 1906, in Jefferson, Oregon, was one of the early residents of Morrow county, this state. He removed from Marion county to Morrow county in the summer of 1870, after a two years' residence in the former county following his arrival in the northwest after his emigration from Pennsylvania. He had lived in the Keystone state for four years, previous to which time he had been a resident of New York. He was engaged in the live-stock business in Morrow county for five years, after which he removed to Heppner. He served as justice of the peace in the town for many years and subsequently was county judge of Morrow county. He took an active part in the public life of the community and was regarded as one of the leading and influential citizens. He was born in Connecticut and when a young man removed to the state of New York. There he married Miss Mary Jane Burrows, who died July 4, 1902.

William L. Mallory was largely reared upon his father's farm in Morrow county, Oregon, and following the removal of his father's family to Heppner operated the farm for several years. Subsequently he conducted a sawmill in Morrow county for fifteen years and later took up his abode upon a farm at Ione, Morrow county, situated on Willow creek. He there owned two hundred and forty acres of rich and productive land and continued its cultivation from 1903 until 1907, when he sold the property and came to Portland. Here

he purchased the Burnside Stables and the Oregon Live Stock Exchange and has since conducted a livery business in this city.

In 1881 Mr. Mallory was united in marriage to Miss Mary Elizabeth Yerkes, who was born in Chester county, Pennsylvania, but was reared in Ohio, coming first to Oregon when a young lady of seventeen years. Unto Mr. and Mrs. Mallory have been born six children: Edna Frances, the wife of J. B. Cronin, of Ione; Augustus M., who is now deputy sheriff of Morrow county; Lester William, who is agent for the Oregon Electric Company at Wilsonville, Oregon; Henry Y., who is bookkeeper for the Pacific States Telephone Company in Portland; Cassius C., who is with the Spokane, Seattle & Portland Railroad Company; and Margaret.

FRANZ NIEBUR.

For practically fifty years Franz Niebur was a citizen of Oregon and during a large part of that time was a well known resident of Portland. He was an honest, industrious and persevering man, a splendid type of the stout-hearted sons of the German fatherland who have assisted so ably in building up the American republic and establishing it upon an enduring foundation. Attracted by free institutions, inspired by high ideals and by the advantages of a new country, no distances have been too great, no difficulties too severe, to daunt the brave spirits whose ancestors turned back the tide of Roman conquest and whose descendants are among the noblest names in America today.

Mr. Niebur was born in Germany, March 26, 1826. He received the rudiments of education in the public schools of his native land which are the models upon which the public school system of the United States has been cast. His father was a blacksmith and carpenter, and the son was early put to work at these trades and also at that of wagon-maker. The family came to America and traveled as far as Missouri, which was then the "far west," and marked the boundary beyond which was "the great American desert" and the vast mountain ranges which up to that time had been traversed only by Indians and hardy adventurers. The young mechanic first followed his trade in Missouri but soon moved back across the Mississippi river to Germantown, Illinois, where people were more numerous and the demand for wagons gave assurance of steady employment. At Germantown he met Miss Caroline Koch, also a native of Germany, whose father died there and whose mother started for America when the daughter was seventeen years of age. Death again visited the family, and during the trip across the ocean the mother was called away. The twice stricken daughter came on to Illinois, where a sister had already found a home, and there she met the young man who became her husband after she had attained the age of eighteen years. Two years later they moved to Missouri and lived in that state until 1853, when they joined a wagon train which was bound for the northwest. Mr. Niebur had a good outfit for those days—a horse, three yokes of oxen and a covered wagon, which were well provided with necessities for the journey. The trip required from March to October. At The Dalles, Mr. Niebur left the live stock and he and his wife completed the journey to Portland in a boat. Here he found employment principally at his trade during the winter, and built a house for Captain Couch and also for Captain Flanders. In the spring he bought the rights in three hundred and twenty acres of land in Multnomah county which had been located by a previous arrival, paying one hundred dollars for the land and a small cabin which stood on the property. In order to secure title to the property, continuous residence for four years was necessary, and Mrs. Niebur made her home in the little cabin while her husband worked at his trade in Portland, visiting his wife as opportunity presented. This was one of the incidents of pioneer life. After ten years, having secured a

good herd of cattle and placed the farm on a good paying basis, Mr. and Mrs. Niebur moved to Portland where they permanently located. Their home was originally in a forest which has since disappeared and the spot on which the cabin stood is where the residence of Mr. Niebur now stands at 331 Madison street. The farm is still owned by the family. Mr. Niebur worked at his trade and built up a profitable business of which he was the head, retiring from active life a few years before he died to take a needed rest. He departed this life February 25, 1902, and his remains repose in Mount Calvary cemetery. One child, Carrie, was born to Mr. and Mrs. Niebur. She is the wife of R. H. Fay. They live at the old homestead and are the parents of six children: Maggie, deceased; Frank, a resident of Portland; Mrs. Lillian Burrell, of Portland, who is the mother of two children, Fay and Richard; Edward, also of this city, who married Emma Stark, now deceased, by who he had two children, Cyril and Helen; Alice, now Mrs. H. J. McLean, of Salt Lake City; and Mrs. Alma Fay, of Portland.

Mr. and Mrs. Franz Niebur, as representative pioneers, always occupied an honorable place among the brave band that developed the resources of Western Oregon. Mr. Niebur was a member of the Roman Catholic church and a consistent follower of its tenets. He was a member of the Volunteer Fire Department of Portland in the early days and was ever found at the post of duty. Mrs. Niebur in the evening of her life is the center of loving attentions from a generation that has not known the dangers through which she passed, but which has profited by her kindly monition and most of all by the example of a life which was early tried in the school of affliction and the fruitage of which is now beheld in that most desirable of all earthly attributes, a beautiful and unselfish character.

ALEXANDER DAVID.

Alexander David was one of the early settlers of the Columbia river valley, having crossed the plains in 1868. He was a native of Illinois, born in 1820, only two years after the admission of that state into the Union. He continued to reside in the Mississippi valley until 1868, when the reports which he heard concerning the opportunities of the northwest determined him to cross the plains and seek the advantages that he might here secure. He located on land twelve miles from Vancouver, homesteading one hundred and sixty acres which were covered with a native forest grove. He cleared away much of the timber, grubbed up the stumps and prepared the land for the plow. Thereafter year after year he continued the work of the farm until his death, which occurred in 1902. He was survived by five children, and three of the number are yet living, Frank and Cora being residents of Portland.

Albert David, the second of the survivors, was born in Wisconsin, November 12, 1860. As previously stated, the father came to Washington in 1868, and the following year the family joined him, having made the trip by way of the isthmus of Panama. Albert David was at that time a lad of nine years and the voyage was a very wonderful one to him. He was reared upon the claim which his father had secured and the public schools afforded him his educational privileges. He afterward engaged in farming with his father, remaining as his active assistant until the latter's death, since which time he has carried on farming alone. The place comprises one hundred and sixty-one acres of the original homestead, of which about sixty acres have been cleared. He carries on general farming and his labors bring forth good harvests for the land is rich and his methods are practical.

In March, 1886, Mr. David was united in marriage to Miss Mary Snider, of Clarke county, and they have five children: Stella, now Mrs. Herman Stutz.

of Vancouver; Rosie, now the wife of Orvis Wright, of Vancouver; William, Nellie and Birch, all at home. Mr. David, while giving his attention largely to his farming interests, yet finds time and opportunity to support the measures and movements instituted for the benefit of the section in which he lives. The cause of education finds in him a warm friend and he is now serving as school director. He has a wide acquaintance in this county where almost his entire life has been passed, and that his circle of friends is almost coextensive with the circle of his acquaintance indicates that his record has at all times been upright and honorable.

THOMAS BURKE.

The year 1852 witnessed the arrival of a larger number of settlers in the northwest than did any other year in pioneer times, and among the number were those who bore a very active and helpful part in shaping the history of Oregon and developing the splendid natural resources of this section of the country. Thomas Burke was one who in that year became a resident of Portland.

He was a native of Ireland, born in Dingle, County Kerry, October 25, 1818, and was a son of Tobias and Bridget (McEgan) Burke, who spent their entire lives on the Emerald isle, where they passed away many years ago. Thomas Burke acquired his education in his native country and when a young man came to America in the year 1845 and was admitted to citizenship August 2, 1850. He did not remain long on the seacoast but made his way at once into the interior of the country, settling at St. Louis, Missouri, where he turned his attention to steamboating on the Mississippi river. He followed that pursuit until he started for the far west.

He was married in 1851 in St. Louis to Miss Mary A. Devlin, who was born March 17, 1827, in County Derry, Ireland, and in the latter part of March, 1852, they started for the plains of the northwest. Mr. Burke had heard favorable reports concerning this country and its opportunities and he resolved to seek his fortune therefore on the Pacific coast. He reached Oregon after a trip of six months over the prairies of the Mississippi valley, the arid plains farther west and the high mountain ranges of the Rockies and the Cascades. The trip was a long and wearisome one, for the slow plodding oxen covered only a few miles each day. At length the entire distance was traversed and coming to the little city of Portland, Mr. Burke on the 31st of December, 1852, purchased two lots on the corner of Salmon and Seventh streets, where the family took up their abode in the spring of 1853. He was employed by various concerns for several years after his arrival.

In the winter of 1855-6 the Columbia river being frozen over, Mr. Burke carried the mail on foot from Portland to The Dalles and return. This was a thrilling experience, for he encountered many dangers. He was chosen for this position on account of his upright character. With the money earned from this he bought two lots on the corner of Seventh and Main streets, giving him ownership of a half a block. These were purchased, according to the deeds, in February, 1856. The ownership still rests with his heirs.

Mr. Burke was long connected with the police department of Portland. He was appointed in 1870, remaining in that position for seven years wearing star No. 1. His official record was at all times creditable. He stood as a defender of law and order, which must ever predominate in a community if it is to be a desirable place of residence. He was ever most loyal to the duties that devolved upon him and his faithfulness won him advancement in the ranks of the department. During the period of incumbency as an officer he was never late but once and that was due to a faulty alarm clock.



MR. AND MRS. THOMAS BURKE



Seven children were born unto Mr. and Mrs. Burke, of whom two died in infancy. A son, John Burke, who was born February 7, 1852, in St. Louis, Missouri, died July 7, 1907. He was brought as a babe in arms across the plains to Portland by his parents and began life as a newsboy, selling the Oregonian and other papers. He afterward learned the plumbing trade and was in that business for many years, but at length gave up that line to engage in the street contracting business. He retired in 1897, spending the succeeding ten years in the enjoyment of well earned rest. He was one of the leading members of the volunteer fire department and was also active in politics but was never an aspirant for office. He gained considerable prosperity through his well directed business affairs and was a man of affluence at one time in his career. The next child was Margaret E. Burke, who was born March 15, 1854, in Portland, and is a graduate of St. Mary's Academy. She is now the wife of Elisha F. Humason, of Spokane, Washington. They were married November 24, 1878, and are the parents of seven children, all of whom are living. Henry Burke, the next member of the family, born in Portland, November 17, 1857, is a lather by trade and resides with his sister at No. 334 Salmon street. Mary A. Burke, was born in Portland, November 2, 1861, and now resides at the old family home. Agnes J., born August 30, 1865, died May 9, 1900. All of the children were born and reared at the corner of Seventh and Salmon streets, with the exception of John, the eldest child. All were given good public-school educations and afterward had the benefit of convent instruction.

In his political views Mr. Burke was always an earnest democrat, loyal to the party and its principles. His religious faith was with the Roman Catholic church. He was widely and favorably known in Portland, having many warm friends here. He was never identified with any clubs or societies with the exception of the United Irishmen, a prominent organization. One of the rules of his honorable life was never to speak ill of anyone. He had a host of friends that loved him for his open, frank, genial nature. He was above all quiet and unassuming and always was a most hospitable host. His death occurred May 10, 1879.

His wife survived him until October 1, 1886, and passed away at the age of sixty years. She will long be remembered for her wit and humor. She was a quick, shrewd observer and was known all over Portland in this connection. Moreover, she was a very charitable woman and always ready to assist in times of sickness and death. As the head of the family she practiced close economy. At her death one of the local papers said: "Mrs. Burke was one of the pioneer residents of Portland and the news of her demise deeply moved the heart of many an old resident who had learned to love and respect her for her amiable and noble traits of character." In 1852 she crossed the plains with her husband and infant son, reaching Oregon after a journey of six months over arid wastes and rugged mountains. Portland was but a little pioneer settlement at the time and Mr. and Mrs. Burke built a home on the present corner of Seventh and Salmon streets, then on the fringe of a thick forest. There Mrs. Burke resided up to the time of her death and she always cherished a tender regard for the locality. During all her years of residence she took a deep interest in everything pertaining to the welfare of the city. She was bright, quick-witted and intelligent, and her ready but kindly powers of repartee were widely known. She had a kind and generous heart and was ever ready to assist the poor and distressed without any show or ostentation. She was a devout and earnest Catholic and was especially active in collecting for Catholic charities. She had also a sincere love for the land of her birth and took a lively interest in everything affecting the condition of Ireland. She passed quietly away, the last sleep stealing over her senses as gradually as the somber shadows of night steal over the light of day, and when death closed her eyes with his icy touch she left behind the memories that always shed a halo around a good and noble character. The

entire family have always been active in the affairs of the Roman Catholic church and have always been identified with the growth and development of Portland, in which every member of the household has taken a helpful and active interest.

JACOB T. HUNSAKER.

With those "first things" which mark the beginnings of history, which are in fact the vanguard of an advancing civilization, Jacob T. Hunsaker was closely connected, for he became a resident of this section of the country in 1846. Portland practically had no existence at that time but Oregon City had its little band of enterprising residents and a few venturesome spirits were located in the Columbia and Willamette river valleys, yet on the whole this section was a great unclaimed, unsettled and unimproved district. Mr. Hunsaker was of Swiss ancestry and was born in southern Illinois, July 20, 1818.

On the 7th of December, 1837, he was married to Miss Emily Margaret Collings of the old Collings family of Kentucky. Her mother was a representative of the Burdett family of Virginia and both her paternal and maternal grandfathers were soldiers of the Revolutionary war. Mrs. Hunsaker was born near Louisville, Kentucky, October 3, 1820, and ere the start was made for the north-west, she had become the mother of five children. At belief that superior advantages might be enjoyed in that section of the country led the family in 1846 to bid farewell—a tearful one it was—to friends and relatives in Illinois and start upon the long, wearisome march to Oregon, Mrs. Hunsaker driving a team hitched to a light wagon, in which were the children, while the bedding and cooking outfit were also packed therein. The parents being anxious to get through and establish their home, left their ox team and wagon in charge of their man and pushed on ahead of the train over the Barlow road. They were the first to come thus directly over past Oregon City to the Molalla prairie, where Mr. Hunsaker soon put in a crop. He also aided in building the school-house in that district and thus planted the seeds of educational progress there. Another child was born to them while the parents were living in that district. Later Mr. Hunsaker went down the Columbia river to look up a site for a sawmill which he finally located at a point on Milton creek, near where the town of St. Helen's now stands. When the mill was completed he removed his family to that location. It was a needed industry and he found immediate market for the product of the mill. Ships coming from California bought his lumber and so eager were they that they would have torn down the mill to secure more had they been permitted. When they left not a loose stick or slab could be found anywhere. Mr. Hunsaker received a splendid price for the lumber and a few months later also disposed of his mill at a high figure. His purpose in selling out was to go to a district where educational opportunities could be secured for the children. A huge raft was built by lashing together piles of lumber and lumber was also piled on all sides for protection. On this the family embarked and with sail and oar worked their way to Oregon City, where schools had been established. The three older girls were placed in the Sisters School and the son became a pupil of Mary Johnson, who had been placed in charge of the school in the first Baptist church built west of the Rocky Mountains—a school from which has been developed the present McMinnville College. Soon Mr. Hunsaker built another sawmill, which he erected on the Washougal river near the present site of LaCamas. A terrible forest fire drove them from their Washougal mill and, in October, 1849, they returned to Oregon City, where they purchased a place near the Clackamas river, where the family home was maintained through the succeeding forty years. While there residing six more children were added to the family and there the two oldest, Horton and Josephine, died in 1853.

While Mr. Hunsaker devoted much attention to his business interests and met with substantial success therein, he was also connected with many of the early events which have left their impress upon the pages of history. He was one of the jury impaneled to try the Indians who participated in the famous Whitman massacre and hung the jury for sometime, believing that there was not sufficient evidence to convict a certain Indian. His political support was given to the whig party until its dissolution and he acted as chairman of the meeting at which the republican party of this district was organized in Oregon City. However, he never took a prominent part in politics.

In 1874 the family were called upon to mourn the loss of wife and mother, who died very suddenly on the 14th of January. She had many noble, heroic, self-sacrificing qualities and at the burial services Dr. Achinson said of her: "She hath done what she could." Only for her help and hearty cooperation, her cheer and encouraging words, I should have been utterly discouraged in the attempt to raise means for the building of the Young Ladies' Seminary." All who knew her expressed the same opinion of her splendid qualities. After the death of his first wife, Mr. Hunsaker was never satisfied with the old home and thereafter removed to a farm which he purchased near Woodburn, there passing away on the 20th of August, 1889.

They reared a large family and several of their children have taken an active part in the public life and business development of this section of the country. The oldest of their living children is Marianne, who became the wife of A. C. Edmunds, a Universalist minister from California, whose grandfather and uncles were soldiers of the war for Independence. He died in 1878. Their only daughter, Emily Coryell, became the wife of I. C. Sanford, who was descended in both the paternal and maternal lines from those who fought with the American army in the Revolutionary war. At the present time, Mr. and Mrs. Sanford are living in Portland and have two children, Dorothy and Harold. Mrs. Edmunds married a second time, becoming the wife of J. F. D'Arcy, a native of Boston, Massachusetts, and a lawyer by profession. She had one son by this marriage, Francis, who is a graduate of the law department of the University of Oregon and is now living with his mother in Portland.

Araminta Hunsaker became the wife of Theodore Burminster, a German by birth and at that time a young law student. She met a sad and tragic death near Boise, Idaho. She had one son, Frank Theodore, who lives in Salt Lake City, and has a large family of children.

Jacob Hunsaker married Lizzie V., daughter of Mr. and Mrs. Andrew Chambers, of Chambers Prairie, who were pioneers of Oregon and Washington. They have four children: Lloyd, residing in Albuquerque, New Mexico; Hallie, Cassie and Margaret, all living in Everett, where the family have made their home for a number of years.

Sarah Hunsaker, the first child born after the arrival of the family in Oregon, was married to J. Tompkins, the eldest son of D. D. Tompkins, a pioneer of 1847, whose ancestors were represented in the Revolutionary war. They have six children: Daniel D., Jacob, Forbes Barclay and Morton, all of whom are married; and Emily and Verna, who are living with their parents near Salem, Oregon.

Lycurgus Hunsaker, who was born in 1849, soon after the family settled on the home place near the Clackamas, married Lilly, a daughter of Mr. Learn, an Oregon pioneer.

Nancy Katherine became the wife of H. B. Nicholas, an attorney and a son of Peter Marks Nicholas, a member of the old Virginia family of that name, whose mother was a niece of President Thomas Jefferson. The eldest son of Mr. and Mrs. H. B. Nicholas is Byron Randolph Nicholas, who married Nancy Voorhies, of Kentucky, and they have one son, John Voorhies III. Their only daughter, Beulah, is the wife of Francis Phillips Hallinan. Two other sons, Wilson Cary and Robert Winn, are living with their parents in Portland.

Caroline Hunsaker married Frank E. Arnold, a native of Boston, and a representative of an old colonial family. For a number of years they have resided in Portland and have seven children, Ruth, Carolyn Kellogg, Emmons, Alice Frances, Sam and Josie. All are still at home with the exception of Ruth, who is now the wife of Dr. Wardell, of Seattle.

Alice Hunsaker is the wife of Charles Oster, a farmer of eastern Oregon, and they have three children, Winnefred, Margaret and Charles Jacob, all living at home near Heppner.

Emily Jane Hunsaker is the wife of Ernest P. Waite, of Maine, whose forefathers for many years have been sea captains. Mr. and Mrs. Waite are now living in Eureka, California.

John Hunsaker, the youngest member of the family, is unmarried and lives in California.

CHARLES A. WILLIAMS.

Charles A. Williams is now living retired in Gladstone. A native of Vermont, he was born in Orange county on the 28th of August, 1844, and represents one of the old New England families founded in America during colonial days. His grandfather, Asahel Williams, served in the Continental line all during the Revolutionary war. He was captured at the battle of Long Island, New York, and was held as a prisoner of war for about eight months. He lived for some time, however, to enjoy the fruits of liberty which his efforts had aided in bringing to the colonies dying in 1840. The parents of Charles A. Williams were Asahel and Louise (Johnson) Williams, and in their home he spent his youthful days, pursuing his education in the public schools. A few days before the twentieth anniversary of his birth he enlisted for service in the Civil war, being enrolled at Springfield, Vermont, on the 10th day of August, 1864, as a private of Company I, Ninth Vermont Volunteer Infantry. The company was commanded by Captain Eugene Viele and the regiment by Colonel Edward H. Ripley. He joined this command before the battle at Chapins Farm, in which he participated. He was also in the battle of Williamsburg Road, was present at the fall of Richmond and was in a number of minor engagements and skirmishes. He remained with the command until after the fall of the Confederacy, and was honorably discharged on the 13th day of June, 1865, under general orders of the war department.

Following the close of hostilities Mr. Williams went to Massachusetts, where he remained for a short time, and then returned to his parents home in Vermont, living with them up to the time of his marriage, which was celebrated in Franklin, Merrimac county, New Hampshire, on the 21st of October, 1875, the lady of his choice being Miss Laura A. Haynes, a daughter of Clark and Mary A. Haynes, who were natives of the Old Granite state and were descended from Puritan ancestry. Her brother, Ervin W. Haynes, served during the Civil war with the First New Hampshire Infantry and with the Second United States Sharpshooters.

At the time of his marriage Mr. Williams was employed by the Howe Scale Company at Brandon, Vermont, where he remained until 1878, when he went to Kansas and secured a homestead claim which he occupied and cultivated for five years. In 1883, however, he returned to New Hampshire and was there employed in the woolen mills. In 1888 he went to the territory of Washington, settling at Sidney, now Port Orchard. There he engaged in the lumber business until the fall of 1890, when he became a resident of Oregon City, where he lived until 1893. During that period he was employed in the woolen mills. Seventeen years ago he came to Gladstone, where he has since made his home, and at the present time he is living retired.

In 1907 Mr. Williams was called upon to mourn the loss of his wife, who died on the 12th of December. She was a consistent member of the Methodist church and was also an active and honored member of Lincoln-Garfield Corps, No. 19, W. R. C., and of the United Artisans. Her many good traits of heart and mind won her the esteem and love of all who know her, so that her death was deeply regretted by many friends as well as her immediate family. She left two sons, William A. and Clark H., who are still residing with their father.

Mr. Williams maintains pleasant relations with his old army comrades through his membership in Sumner Post, No. 12, G. A. R. He has filled all the offices in other posts and was commander of Meade Post, No. 2, at Oregon City. He was assistant adjutant general and assistant quartermaster general of the department of Oregon for 1909, serving for three terms in that position. He has also been aid-de-camp to the department commander of Oregon and his ancestry is indicated by the fact that he is a member of the Pilgrim Fathers' Society. His political allegiance has always been given to the republican party which stood as the defense of the Union during the dark days of the Civil war and has always been the party of reform and progress. His religious faith is that of the Methodist church and his life has been in consistent harmony therewith. In matters of citizenship he is as true and loyal to his country today as when he followed the old flag upon the battle fields of the south.

RICHARD L. ZELLER.

Richard L. Zeller, an architect and builder, well known in Portland as a member of the firm of Stokes & Zeller, was born in Montgomery county, Ohio, March 23, 1859. His parents were Adam and Susan Zeller, the former a native of Pennsylvania and the latter of Indiana. The father was a millwright and builder and his son Richard L. early became his assistant. The family remained residents of Montgomery county, Ohio, until 1871, when they removed to St. Elmo, Fayette county, Illinois, where they resided until 1879.

Richard L. Zeller was a lad of twelve years at the time the family home was established in Illinois, and there in the public schools he continued his education which had been begun in the public schools of Ohio. When about eighteen years of age he began learning the trade of a builder and in the years which have since come and gone has established himself in a prominent position as an architect and contractor. He remained in Illinois until the fall of 1879, when he went to Texas where he carried on business for about a year. In 1880, however, he returned to Illinois, where he spent another year, and then again sought a home in the southwest, making his way to New Mexico, where he remained from 1881 until the spring of 1883.

It was on the latter date that Mr. Zeller came to Portland, having made his home here continuously since April, 1883. He has been engaged in building operations and throughout the entire period has been a partner of William R. Stokes, of whom mention is made elsewhere in this volume. One of the first buildings which they erected was the old Williams avenue schoolhouse which has recently been torn down to make way for a business block. A quarter of a century or more ago they erected the Ladd residence in Laurelhurst, and they have always specialized in the building of residences and apartment houses, having taken the contracts for the erection of some of Portland's finest homes. They have also done work in various other parts of the state, were the builders of the Soldiers Home at Roseburg and have erected schoolhouses and other buildings in Baker City, Pendleton, Heppner, Oregon City and Astoria. Their contracts are numerous and their execution makes constant demand upon the time and energies of Mr. Zeller, whose success has been the legitimate outcome of his earnest and well directed efforts.

In 1909 occurred the marriage of Richard L. Zeller and Mrs. Martha A. Webb, a daughter of Mrs. Barbara Hart. Mrs. Zeller is a native of the state of New York and is a member of the Baptist church. Mr. Zeller votes with the republican party which he has supported continuously since age conferred upon him the right of franchise. After living at various places in the middle west and in the southwest, he feels fully contented to make his home upon the Pacific coast, being appreciative of the opportunities of this great and growing western country whose natural resources have not yet been exhausted and whose advantages are seemingly limitless.

HON. PETER HOBKIRK.

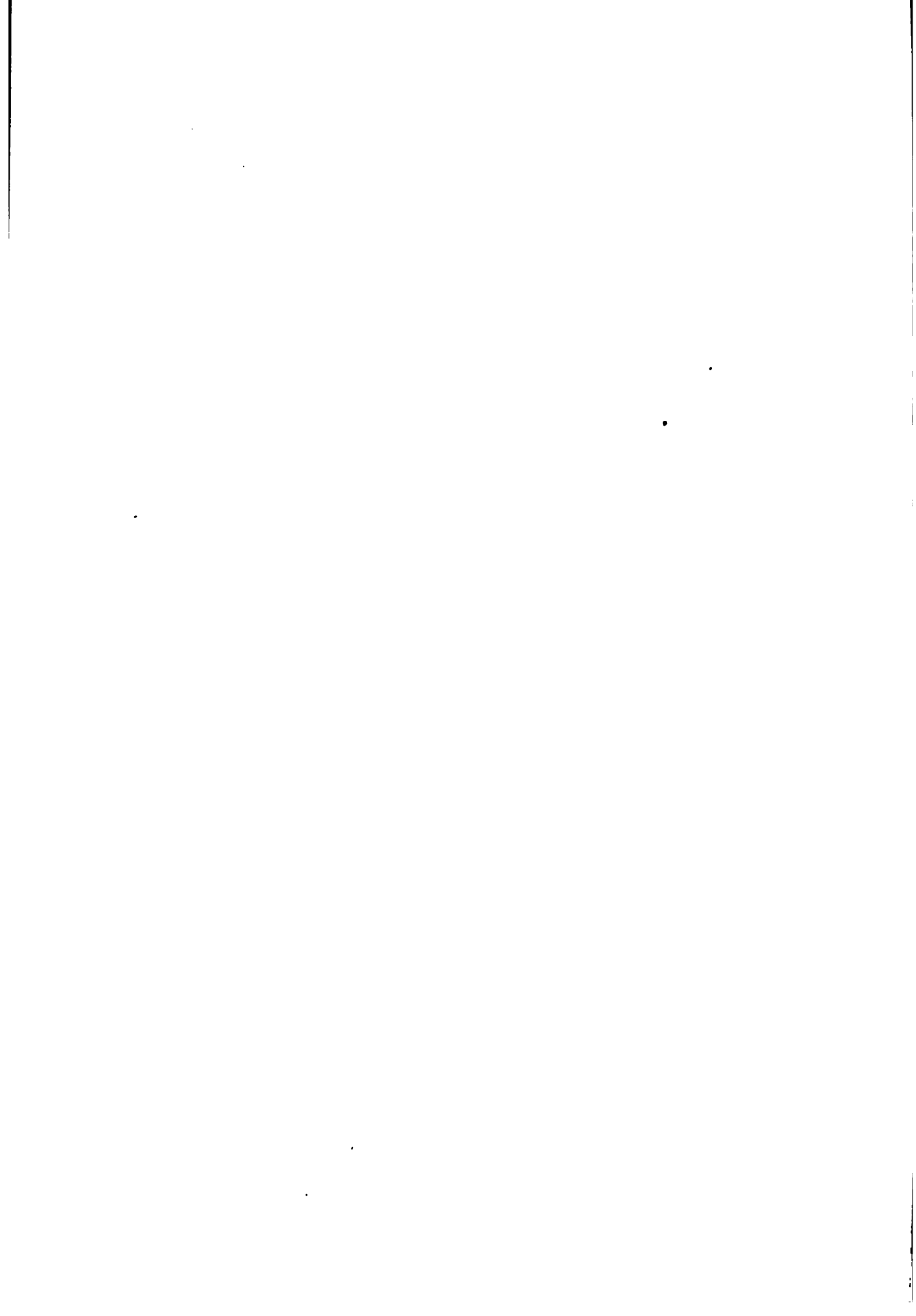
Hon. Peter Hobkirk was a resident of Portland for thirty-one years. The memories of youth took him back to Scotland, those of early manhood to England and Ireland. Thus he became largely familiar with different sections of Great Britain. He was born in Jedburgh, Roxburghshire, Scotland, on the 16th of March, 1841, a son of Peter and Katherine (Robertson) Hobkirk, his father having been one of the employes in a woolen mill. He remained a resident of the land of hills and heather, of mountain crag and plain until he had attained his majority. He then went to Edinburgh, where he remained for three months, next residing in Liverpool for more than a year, after which he located in Dublin. From that city he proceeded to London, where he worked for about four months and from there embarked for New York. He had learned the carpenter's trade in Scotland and followed it in all the different places he lived while in Great Britain.

It was in 1864 that Peter Hobkirk crossed the Atlantic to America, reaching New York on the 3d of August. Going at once to Massachusetts, he settled in Berkshire county, near Lenox, but in the following January left there for New York city and on the 20th of January embarked for California. He continued a resident of San Francisco until 1879, following the carpenter's trade throughout that period of fifteen years, after which he made his way northward to Oregon and was connected with building operations here until 1881. He next located in Tacoma, Washington, where he remained for eight months, after which he returned to Salem, where he continued until 1884. During that period he worked at the insane asylum and upon other important buildings of the city. In April, 1884, he went to Spokane, where he resided until the following November and then took up his abode in Portland, where he has since resided. During a part of the time he had worked at his trade in the employ of others and during the remainder of the period had followed contracting. In 1885 he formed a partnership with John McKenzie, which continued for about ten years. He was the builder of the large Exposition building on Washington street that was destroyed by fire in July, 1910. He was also the builder of the Worcester, the predecessor of the building of that name, that is today one of the substantial blocks of Portland. This he erected for Mr. Corbett. He also erected the Hill House for Mr. Ladd on Twelfth and Morrison streets and also the Hill House for H. H. Northrop at Twelfth and Jefferson streets. He had the contract for the wood work of the Congregational church, also of the Sherlock block, and erected a number of schoolhouses. Up to the time of his death, which occurred January 7, 1911, he was still actively engaged in contracting and building and he also derived a substantial income from several valuable properties which he owned in South Portland. He was president of the Alaska Coal Oil Company, operating wells at Katala, Alaska, and was interested in various mining properties.

On the 1st of July, 1869, Mr. Hobkirk was married to Miss Maria Warner, a native of Montreal, Canada, and a daughter of Robert and Hannah (Dawson)



PETER HOBKIRK



Warner, who were of English birth. Mr. and Mrs. Hobkirk became the parents of five children, of whom Eva Swanston died at the age of eleven months. The others are: Hannah M., the wife of D. L. Povey; Lillian E.; Flora S., the wife of Nicholas F. Sullivan, of Walla Walla, Washington; and Frederick P., a metal worker living in Portland.

Mr. Hobkirk was a member of the Episcopal church and his wife of the Presbyterian church. After becoming a naturalized American citizen he gave his political support to the republican party and in 1898 became a member of the state legislature, serving for a term of two years. During an extra session of the legislature, called for the purpose of electing the United States senator in 1898, Joseph Simon, was chosen for the position. He was a York and Scottish Rite Mason, having attained the Knights Templar and thirty-second degrees. He also crossed the sands of the desert with the Nobles of the Mystic Shrine and he met in fraternal intercourse with the Benevolent and Protective Order of Elks. His chief recreation was hunting and fishing. His success was undoubtedly attributable in large measure to the fact that he always continued in the line of business in which he embarked as a young tradesman. His early training was thorough and practical and thus he developed ability which carried him into important relations with the business, making him one of the successful representatives of his line in Portland. In matters of citizenship he was deeply interested and though his office holding was confined to a term in the legislature and one term of two years in the city council by reason of the extent and importance of his business affairs, he was always ready to assist any measure or movement which he deemed of real benefit to the community.

ASA A. McCULLY.

It is an old saying that "The boy is father to the man." It is nevertheless true that youth usually determines the character of age. Asa A. McCully early displayed qualities which marked his entire life. His laudable ambition and desire for improvement were shown in the earnest efforts which he put forth to secure an education when the opportunities of attending school were largely denied him. Throughout his entire life he never waited, Micawber-like, for something to turn up, but made his opportunity and utilized it to the fullest advantage. At the same time he always recognized the rights of others and his obligations to his fellowmen.

In far off New Brunswick Asa A. McCully was born, being a native of the city of St. Johns. His life history had its beginning on the 31st of January, 1818, and was ended August 12, 1886. His parents, Mr. and Mrs. John McCully, were of Scotch-Irish lineage and during the early childhood of their son Asa removed to Ohio, settling in Henry county. Soon afterward, however, they traveled still farther westward, taking up their abode at Mount Pleasant, Iowa, where they lived for many years. The father engaged in farming in that locality up to the time of his death, and was numbered among the respected and valued citizens of the community.

Asa A. McCully was a pupil in the various schools which he was able to attend as his father removed from place to place. His educational privileges, however, were somewhat limited, yet he became a thoroughly well informed man by private reading, study and investigation. By experience, too, he learned many valuable lessons of life. He became a practical man of affairs. In connection with his brother David, he opened a store at Mount Pleasant which they conducted until 1852, when they came to Oregon. In 1849, however, Asa A. McCully had made the trip to California, attracted by the gold discoveries, and for about a year remained in the mines. He did not meet with the success that he had anticipated, however, and accordingly returned to Mount Pleasant, but

having decided to locate permanently in the west, he disposed of his business interests in Iowa and came by the ox team route over the plains to the Pacific northwest. He was accompanied by his brother David and his family, also by Dr. John Samuel and William H. McCully, all of whom were married with the exception of William. It required about five months to reach Oregon, for the slow plodding oxen, drawing their heavily laden wagons, covered only a few miles each day. In August, 1852, they located in Linn county, each of the brothers taking up claims of six hundred and forty acres. There they founded the town now called Harrisburg, although it was originally named Thurston in honor of Senator Thurston. The land was all prairie and upon his place Asa A. McCully built a log cabin. In 1853 he returned to Iowa to get a drove of cattle. On the return trip he was elected captain of the wagon train, leaving St. Joseph, Missouri, with a large party. The trip was one of hardships, but eventually they reached Harrisburg and Mr. McCully pastured his cattle upon his claim. He served as the first postmaster of the town and in connection with his brother David conducted the first mercantile establishment there. In 1863, however, he removed to Salem, Oregon, with his family, in order to give his children better educational privileges. He conducted a store in Salem and was also connected with the Peoples Transportation Company, being one of its largest stockholders and its president for a number of years. He extended his business activities to other fields and became president of the Capital National Bank. His judgment was sound, his enterprise unfaltering, and his successfully executed plans were wisely carried out, bringing substantial success. He continued in business in Salem until his death, which was occasioned by the kick of a horse while he was on his farm in Yamhill county, on the 12th of August, 1886. His remains were taken back to Salem for interment.

On the 5th of September, 1848, at Mount Pleasant, Iowa, Mr. McCully had been married to Miss Hannah K. Waters, a daughter of William Waters. Mrs. McCully was born in Ashtabula, Ohio, April 25, 1828, and passed away on the 1st of August, 1905, her grave being made by her husband's side in Salem, Oregon. She was the mother of four children. Alice M., the eldest, became the wife of William B. Crane, who was born in Newark, New Jersey, April 26, 1835. He came west during the war and located in Portland, but afterward went to Idaho, where he followed mining. Subsequently he became a resident of San Francisco, where he was agent for the New York Life Insurance Company, remaining there until his death, which occurred in 1878, his remains being brought back to Salem, Oregon, for interment. On the 8th of December, 1871, in Portland, he had wedded Alice M. McCully and they became the parents of three children, of whom Dr. Clarence Crane, of Boston, is the eldest. He married Miss Stella Howard and they have two children, Calista and William. Dr. Crane is a graduate of the Boston University of Medicine and is surgeon in a hospital of that city. Ethel L. Crane became the wife of P. P. Dabney, of Portland, and they have a daughter, Alice M. William B. Crane, of Portland, married Lillian Lewis and they have two children, Walton B. and Ethel L. Linnie M. McCully, who was born in Oregon, was married at Salem, November 8, 1877, to Allen B. Crossman, of Portland, who was born in Harrisburg, Pennsylvania, June 7, 1846. Coming west in 1863, he located at Salem, where he engaged in merchandising for a number of years, but is now engaged in the timber land business in Portland. He served as postmaster in Salem and filled the same position in Portland for five years. Unto him and his wife have been born three children. Alice L. is the wife of William W. Harder and they have an adopted daughter Helen. Lillian, of New York city, is an opera singer, and Allen B. died at the age of nineteen years. John D. McCully is the owner of a large, fine apple ranch at Hood River, Oregon. He married Lillian Patten, whose father was a pioneer settler of this state, and they have two children, Eula F. and Russell A. A. L. McCully, the youngest of the family, is in the

railway mail service. He married Ella Dearborn and they have one child, Sarah.

Mr. McCully was a citizen of considerable prominence in Salem, not only by reason of the extent and importance of his business interests but also by reason of his activity in republican circles and his stalwart support of what he believed to be for the best interests of the community. He was serving as a member of the city council of Salem at the time of his death, and about 1863 he was sent as a representative from Linn county to the state legislature. He was a warm personal admirer of Abraham Lincoln and was ever a stalwart advocate of republican principles. His fraternal relations were with the Masons and he was an exemplary member of the craft, which is based upon a belief in the brotherhood of man and the fatherhood of God. Oregon has reason to recognize the worth of his work, for at all times his labors were an element in public progress as well as a source of individual success.

JOHN MATTHIESEN.

John Matthiesen, proprietor of the Hotel Matthiesen at the corner of Madison and Front streets in Portland, has been conducting this hotel since 1905, but long prior to that date became a factor in the hotel life of the city, having previously been proprietor of the Hotel Zur Rheinpfaltz at the southwest corner of Front and Madison streets. As the name indicates, he is of German lineage. He was born in the northern part of Germany February 3d, 1857, and was there reared to the age of sixteen years when he came to America, settling first in Clinton, Iowa, where he took up farming. He made the journey to the new world with his brother Thomas, who remained a resident of Iowa, but in 1878 John Matthiesen continued his westward journey to San Francisco. There having become a cook, he followed this work continuously until he arrived in Oregon, where he took up a homestead on the Tualitin river, eighteen miles from Portland.

He devoted the succeeding two years to farming when his funds became exhausted, and writing to his brother Thomas, the latter came from Iowa and purchased the claim. John Matthiesen then removed to Portland and worked in different hotels until 1887, when he established the old Hotel Rheinpfaltz at the corner of Front and Main streets. This was a little two story brick structure, adequate however, to the demands of a city which in size and population bore little resemblance to the Portland of today. In 1890 he removed to the northwest corner of Front and Madison streets and in 1895 established the Hotel Matthiesen. He also owns the Harrison Hotel at the corner of Front and Harrison, which he leases. Success has attended his efforts during his residence in Portland, and has resulted from his close application, his unfaltering energy and his determination. As the years have passed he has steadily progressed toward the goal of prosperity. In 1891 he returned to the fatherland for a visit, accompanied by his family, and spent five months in Europe, not only visiting his birthplace and the scenes of his youth, but also many points of interest in the old world.

Mr. Matthiesen was married in Portland in 1883 to Miss Albina Hoehler, and unto them were born two children, Edward and William. The wife and mother died in 1895, and in 1898 Mr. Matthiesen married Miss Meta Winters. They have one son, Walter. Mr. and Mrs. Matthiesen and his son Edward have recently returned from a motor trip in Europe. Mr. Matthiesen is an enthusiast on the subject of motoring, and is the owner of three high grade cars. He and his wife and son William are all members of the Portland Automobile Club and Mr. Matthiesen also belongs to the Arion Singing Society, to the German Aid Society and the Knights of Pythias fraternity—associations which

indicate much of the nature of his interests. He is never neglectful of the duties of citizenship and cooperates heartily in the movements of the Chamber of Commerce for the benefit and upbuilding of Portland. His political allegiance is given to the republican party. He has been honored with offices in several of the societies to which he belongs and is a citizen of whom Portland is proud because of what he has accomplished.

His life has been characterized by steady advancement. His youth was passed amid most unfavorable circumstances. The financial conditions at home were those of poverty and at the age of nine years he faced the necessity of providing for his own support. His educational opportunities were limited to one or two months' attendance at the district schools during the winter seasons, but after he was nine or ten years of age this privilege was denied him, owing to the necessities of the case. He worked upon farms in the neighborhood of his home and the last year of his service in Germany brought him only six dollars and a suit of clothes. It is no wonder then that he desired the opportunities of the new world and was buoyed up with the hope that he might find better conditions in this country. While success is not to be had for the asking in America, he early learned that "labor is king" in this country, and closely applying himself to whatever task came to his hand he has gradually climbed the ladder of success until he now stands among Portland's men of affluence.

JAMES THOMAS BARRON.

James Thomas Barron, president and general manager of the Thlinket Packing Company, has been actively associated with Portland's commercial interests continuously since 1887. He was born at Cleveland, Ohio, July 8, 1858. His father, James Barron, born in 1828, was a native of Clonmel, County Tipperary, Ireland, and came to America when six years of age. After entering business life he owned and operated for a time boats on the Erie canal and also engaged in the ship chandler business at Cleveland, Ohio. In the early '60s he came to the Pacific coast, locating in San Francisco, where he was identified with the steamship and warehouse business for many years as owner of steamships and an extensive system of warehouses, and was prominent in transportation interests. He was married in Detroit, Michigan, in 1852, to Agnes Myler, a daughter of Andrew Myler. She was a native of County Wexford, Ireland, where she was born in 1834, coming to America when but three years of age. Mr. and Mrs. Barron became the parents of eight children, two sons and six daughters, seven of whom survive. The father died in San Francisco, November 28, 1890, while the mother survived him twenty years, her death occurring February, 1910.

James Thomas Barron was educated in the public schools of San Francisco, and St. Mary's and Santa Clara Colleges. After leaving school he began as an accountant with a San Francisco mercantile establishment, where he remained for a short time, when he went to Santa Barbara to engage on his own account in the apiary business and later became largely interested in real estate.

In 1887, on coming to Portland, he accepted a position as accountant with Park & Lacy, dealers in machinery, and continued in that connection for two years. He was next appointed chief clerk of the thirteenth light house district, serving in that capacity until his resignation in 1893 to accept the dual office of cashier and secretary of the newly organized Hibernia Savings Bank, and he was largely instrumental in bringing it safely through the financial panic of that time. The following seven years were devoted to the interests of this institution, which was developed during the period into one of Portland's soundest financial organizations.

In 1899 Mr. Barron began in the salmon packing business, organizing the Thlinket Packing Company, of which he became president and general manager



JAMES T. BARRON



and of which he is the chief owner. The company operates in Alaska and has become the largest independent operator in Alaskan waters, the annual pack aggregating about one hundred and twenty thousand cases, representing a total value of over one-half million of dollars. Mr. Barron spends a large part of each season in Alaska, giving the business his personal supervision, and the company's splendid success is due largely to his executive ability and energetic management. Portland receives the direct benefit of over two hundred thousand dollars worth of business annually, largely for labor, supplies, etc.

Mr. Barron is still largely interested as a stockholder in the Hibernia Savings Bank. Politically, he is a democrat where national issues are involved but locally gives his support to the individual he deems best equipped to conserve the city's interests. He is a member of Dominican Catholic church, is a member of the Knights of Columbus, the United Artisans, the Arlington Club and the Commercial Club, taking an especially active interest in the projects of the latter organization for the development of Portland's commercial interests.

In July, 1890, Mr. Barron was united in marriage to Elizabeth Nixon, and they have two children, Anna Maria and Robert J. The family residence is at 634 Wasco street. Mrs. Barron is the daughter of Robert and Anna (Hogan) Nixon, both natives of Ireland, who came to America in childhood and were married in Massachusetts. Robert Nixon was killed while serving with a New Hampshire Volunteer Regiment in the Civil war. Mrs. Nixon still survives and resides with Mr. Barron in Portland.

Genial, generous, prosperous Mr. Barron has through sheer ability achieved a most gratifying success and has earned a most enviable place in both the business and social circles of the metropolis of the northwest.

OTTO KLEEMANN.

Otto Kleemann, an architect and builder, whose training came to him through the instruction of men prominent in the profession in Germany, and who, in his business career has given ample proof of his own skill and ability, has been a resident of Portland since September, 1880, at which time he left California to become a resident of Oregon. He was born in Ostrowo, Germany, March 13, 1855, and pursued his education in common schools there, while later he attended a technical school at Holzminden, and also a college in his native town. He received his diploma in recognition of the highest standing in scholarship made by any student in the college in twenty-five years. He began his education when not quite four and one half years of age, and had completed his school life when sixteen years of age. He then came to America, crossing the Atlantic in September, 1871, and making his way to San Francisco by way of the isthmus of Panama. He was unacquainted with the language and customs of the American people and at first it was difficult to get steady work, but later was employed by several architects and spent nine years in California.

On the expiration of that period Mr. Kleemann came to Portland, arriving here in September, 1880, at which time he became a draftsman in the employ of the firm of Clark & Upton, with whom he remained for several months. He was afterward employed by Justus Krumbein, an architect, with whom he continued for several months, when in his professional capacity he became connected with the Oregon Railway and Navigation Company, continuing therewith for thirteen months. During that time he was associated with the work of building their shops at Albina, and later he embarked in business on his own account. This was the year 1882, and through the intervening period to the present time his has been a very busy and useful life, for he rapidly worked his way upward in his profession. He has done much railroad work, even after leaving the employ of the Oregon Railway and Navigation Company, and al-

though not a Catholic in religious faith, he has been awarded the contract for erecting nearly all of the Catholic churches that have been built in Portland since his arrival. He has also put up many fine residences, which are a monument to his skill, ability and progressive spirit. He erected the monastery at Mt. Angel, has also built many convents, and has done much important work for the different Catholic organizations, his promptness in executing contracts and the reliability of his workmanship bringing to him the extensive patronage which is accorded him.

In 1877 Mr. Kleemann was married in San Francisco to Miss Anna Gehlich, and they now have two living children, Hugh, a mechanical draftsman in the electrical engineering department of the Southern Pacific Railroad Company, and Clara, the wife of Peter L. Cover, by whom she has one child, Carl. The son is also married. Mr. and Mrs. Kleemann lost another son, William, who was drowned at Newport while bathing in the Pacific Ocean in 1904, when twenty-three years of age.

Mr. Kleemann is the grand adjutant of the Indian War Veterans of the North Pacific Coast, and has occupied the position continuously since 1895. He is also regent of Multnomah Council No. 1481 Royal Arcanum; is president of the Consolidation of German Speaking Societies of Oregon; is a life member of the German Aid Society; and a member of the Masonic fraternity. He is interested in different organizations which have for their object the benefit of mankind, and thus has become identified with societies which recognize the truth of universal brotherhood. His life record has been a credit to the land of his birth and the land of his adoption. He feels that he made no mistake in coming to America in early manhood, for he here found the business opportunities which he sought, and which in time have brought him to a prominent position in professional circles. His ability enables him to speak with authority upon many subjects connected with the profession of architecture.

CARL GRITZMACHER.

Carl Gritzmacher has been a resident of Portland for over forty years and although formerly closely identified with business affairs and public interests, is now living retired. He was born in Prussia, Germany, near Berlin, on the 15th of January, 1848, and is a son of August and Henrietta Gritzmacher. The mother died in Germany and the father spent his last years in Illinois where he had carried on business as a contractor.

Carl Gritzmacher began his education in the schools of Germany, but when eleven years of age came to the United States with his father, brothers and sisters. They landed at New York and at once resumed their westward journey with Chicago as their destination and the father there took up the business of contracting and building. He was influenced in his choice of a location by the fact that his brother Carl was residing there. Later the family removed to a farm in the southern part of Illinois where the death of August Gritzmacher occurred about a year later.

Carl Gritzmacher returned to Chicago after his father's death. During his residence there he had attended school and later had learned the carpenter's trade under his father's instruction. He remained a resident of Chicago until 1869 and then came to the west, remaining on Puget Sound for one summer, while the year 1870 witnessed his arrival in Portland. General Solomon, who was appointed Governor of Washington territory by President Grant, was a friend of Mr. Gritzmacher and induced him and a number of other young men to come to the west. All located in Washington with the exception of Mr. Gritzmacher and Peter Hagner. After coming to Portland the former followed carpentering and finally became a contractor, remaining in the employ of others, however, for two years. He has been connected with the erection of

many prominent buildings here. He worked on the Central schoolhouse, the first large schoolhouse of the city, he and Mr. Hatfield taking a subcontract from the regular contractor.

In 1874 he accepted a position on the police force and was a member of the force at intervals for about twenty-seven years. He held every office in connection with the department, including that of captain of detectives, and was advanced from the position of captain of police to chief of police by Mayor Lane in 1905. He assumed office about the time the Lewis & Clark Exposition was opened and continued to act in that capacity until July, 1909, his services being entirely satisfactory. At the time of the exposition when large crowds were in the city he managed the public interests in a most capable way, directing the labors of his subordinates so that accidents were avoided, lawlessness and crime largely diminished, while courteous attention was always given to the requests of visitors for information. Mr. Gritzmacher has been a sturdy republican since attaining his majority but has served more frequently under the democratic administration than the republican, a fact which indicates the confidence reposed in him and his fidelity to the public trust.

On the 4th of January, 1874, in this city, Mr. Gritzmacher was married to Miss Mary Pape, a daughter of Bernard and Dorothy Pape, who came to Portland from Illinois in 1870. Mr. and Mrs. Gritzmacher are now the parents of two sons, August B., who is engaged in the lumber business in Portland, and Charles H., who is in the railroad service.

Mr. Gritzmacher is a member of the German Aid Society and was one of the charter members of the Turners. He was also connected with several other German organizations but has discontinued his connection with most of these. He purchased his present home, at the corner of Taylor and Tenth streets, in 1877 and has occupied it since 1878, building a fine house which is celebrated for its hospitality cordially extended to the many friends of the family.

GEORGE HENRY YOUNG.

George Henry Young is the owner of valuable farming property near Vancouver, and his life is indicative of the opportunities that are afforded in America to the sons of Germany and of other European lands; young men whose enterprise and courage enables them to meet conditions in a country with whose language and customs they are unfamiliar. He was born in the province of Hesse, Germany, December 7, 1833, and has therefore reached the age of seventy-seven years. His youthful days were spent upon a farm and in June, 1864, he came to the United States. He had previously heard of the west and its almost limitless opportunities, and he made his way direct to Vancouver, where he arrived on the 12th of July, proceeding by boat from Panama. Here he was met by his brother Antone, who had sent for him. This brother was one of the pioneers of the district and continued his residence here until his death in 1905. He was the owner of a brewery and had admitted George H. Young to a partnership. They operated the brewery together for some time, built additions thereto and conducted a successful business until 1871, when George H. Young sold out to his brother.

Returning to Germany he was there married to Miss Katherine Young in December, 1871, and with his bride returned to Clarke county where he took up farming on the Lakamas river, residing there until 1882. In that year he purchased one hundred and ninety-one acres on the Burnt Bridge road known as the Lewis F. Durgin donation claim. He still owns the other ranch of two hundred and sixty acres on the Lakamas which he cleared and improved and has also put all the improvements upon the Durgin ranch, clearing fifty acres of this. He now has a well developed property, ten acres being in prunes, while

he is also engaged quite largely in raising hay and grain, and is likewise successfully conducting a dairy business. Since 1890 his son and daughter have been in charge of the Lakamas ranch. His farming interests are most capably managed and he is now one of the prosperous agriculturists of the country, his holdings being extensive, and his well developed and carefully cultivated properties are returning to him a substantial income. Since coming here he has helped to clear seventy acres of land from the forest and stumps, converting it into cultivable fields, and thus has contributed largely to the progress made along agricultural lines.

Unto Mr. and Mrs. Young were born eleven children, of whom seven are yet living: Louis C., operating the Lakamas ranch; Lizzie, a teacher of Clarke county; Betta, with her brother Louis on her father's ranch; Henry, who married Altha Brown and is employed by the Deschutes Railroad at Clarke Station; Katherine, Gustave and May, all yet at home. The wife and mother died in May, 1908, her death being deeply regretted by many friends as well as her immediate family.

Mr. Young has served as school director of his district and has ever borne a helpful part in the work of general progress and improvement. He has aided in laying out the roads and in doing all of the work that is so necessary in the settlement of a new country where all of those things recognized as public utilities must be put in by the early settlers. While he has reached the age of seventy-seven years he is still an active man, giving personal supervision to his farming interests, and his has been a well spent life, his activity and enterprise being the source of his present success.

SAMUEL D. FRANCIS.

The great state of Oregon is a monument to the pioneer settlers and those who in later years have been active factors in its development. No period of early times witnessed the arrival of so many emigrants to the northwest as did the year 1852. It was then that S. D. Francis crossed the plains. He was born in Massachusetts in 1814, but left the old Bay state when about fourteen years of age and went with his parents to Vermont. He attended school in both states and when still in his minority engaged in the dry-goods business, owning a share in a store in the Green Mountain state.

While still residing there Mr. Francis was united in marriage to Miss Elizabeth Stevens, who was born in Barnard, Vermont, in 1819. They began their domestic life in that state and remained there until 1846, when they removed to Illinois, settling about a mile from Geneva, on the Fox river. Mr. Francis purchased a farm there, hoping that the outdoor life would prove beneficial to his health, the impaired condition of which was the cause of his removal from New England. Not long afterward, in 1852, Mr. Francis came over the plains to Oregon and settled near Oregon City, where he established a nursery. He was also connected with Abernethy's wholesale dry-goods store at Oregon City in the capacity of bookkeeper and later he was appointed to the position of postmaster there. He also opened a business of his own in Oregon City, but as Portland grew and eclipsed the former town he sought the opportunities here offered and opened a grocery store on Third street, at the corner of Taylor. After conducting the business for a time his health again failed and he removed to Mount Tabor about fifty years ago, purchasing the Dr. Nelson place. After taking up his abode there he retired from active business life. He remained a resident of that locality up to the time of his death, which occurred in 1892, his remains being interred in Lone Fir cemetery. His wife survived him for about eleven years, passing away in 1903.

In the family of Mr. and Mrs. Francis were eight children: Albion L., now deceased; Marion, who became the wife of Rodney Tompkins; Henrietta, who married James A. Smith, but both are now deceased; Clarence A., who has passed away; Ida, the wife of William Woodruff, of Mount Tabor; Estaven, of southern Oregon; Alcion, of Portland; and Dora, the widow of Judge Arthur Frazer. Mr. and Mrs. Francis were long earnest and devoted members of the Methodist church, reared their family in that faith and their children have become identified with the same denomination. Mr. Francis took a very active part in church work and was, indeed, a consistent Christian man.

We are indebted to Mrs. Tompkins, the eldest daughter, for the record of her esteemed parents, who were long numbered among the worthy pioneer people of this locality. Mrs. Tompkins largely spent her girlhood in Oregon and in Portland became the wife of Rodney Tompkins, who was born in Lima, Ohio, on the 27th of June, 1845. His parents were Daniel D. and Elizabeth (Dutton) Tompkins, early settlers of Lima, who came to Oregon over the plains with ox teams in 1847. They settled at Oregon City and Mr. Tompkins established a nursery near there. Both he and his wife died in that locality. Rodney Tompkins attended school at Oregon City and afterward worked on his father's fruit farm. About 1870 he took up his abode in Portland, where he engaged in the newspaper business for a number of years, but at the present time he is employed by the city. It was on the 16th of November, 1876, that he wedded Marion Francis and unto them have been born two children, Lloyd F. and Elizabeth. The former married Bessie Howlenstein and has three children, Marion, Ewing and Rodney. Both Mr. and Mrs. Tompkins are representatives of old pioneer families and are well known in this part of the state, where practically their entire lives have been passed.

SAMUEL M. MEARS.

Varied and important are the business enterprises which claim the attention and profit by the cooperation of Samuel M. Mears, and his life history is such as serves as an inspiration to those whose progress in the business life must depend upon their own efforts, for it has been through the simple weight of his character and ability that Mr. Mears has reached his present prominent position in commercial and financial circles. He is now the president of the Portland Cordage Company, and is identified with many other business concerns which are factors in the business development and consequent growth and prosperity of the city.

A native of Wisconsin, Mr. Mears was born in Madison, June 1, 1856, and was there reared and educated supplementing his early school training by study in the University of Wisconsin, which he left at the age of seventeen years to become a factor in the business world and work his way upward by his own exertions and close application.

Mr. Mears was still but a boy in years when he went to San Francisco, where he entered the office of the West Coast Furniture Company, spending four years in their employ. On the expiration of that period he came to Portland where he has lived continuously since 1878. For about a year he was associated with the Frank Brothers Implement Company and then entered the Ladd and Tilton Bank as exchange clerk. His ability soon won him recognition and he was promoted to the position of bookkeeper. Constantly seeking broader opportunities, he left the bank and entered the service of the United Carriage Company, of which he is now the president. After two years he became connected with the Portland Flouring Mill Company as manager of their mill at Dayton, Washington, and subsequently assumed charge of the Tacoma mill. Extending his efforts to other fields from time to time, in 1892 he be-

came connected with the Portland Cordage Company, which was organized in 1887 by W. B. Ayer, W. L. Ladd, Henry Failing and H. W. Corbett. This company is engaged in the manufacture of rope, twine, cordage, etc., and employs one hundred and fifty men in the Portland factory. They have also established a large branch in Seattle, Washington, where employment is afforded about seventy workmen. In 1896 Mr. Mears was chosen president of this company, and has since bent his energies to administrative direction and executive control. His carefully formulated plans are promptly executed and result in successful management. The interests already mentioned, however, do not comprise the extent of his business activities, for he is now president of the Linnton Realty Company of Portland, president of the Columbia Manufacturing Works, president of the United Carriage Company, and a director of the Equitable Savings and Trust Company.

Mr. Mears was married in Portland in 1883 to Miss Laura Violet Savier, a daughter of Thomas Savier, one of Portland's pioneers. Mr. and Mrs. Mears are the parents of five children: Henry, Arthur, Maxwell, Margaret and Virginia. The family is prominent in social circles of the city, and Mr. Mears is to some extent a leader in political activity and in 1906 was elected to the state legislature. His time and energies, however, are largely occupied with his business affairs.

Not by leaps and bounds has he reached his present position, but by that steady progression which indicates the wise use of every moment and the intelligent direction of effort. Moreover, in his later years, since he has come to positions of active management, he has displayed marked ability in coordinating forces and bringing seemingly diverse arrangements into a harmonious whole. His attitude is never that of an overbearing task master—he believes in the equitable adjustment of interest between employer and employee, and in the past years has conducted his business affairs in a manner that has been just to those who represent him, and at the same time has brought him the substantial and merited rewards of his labor and his business ability.

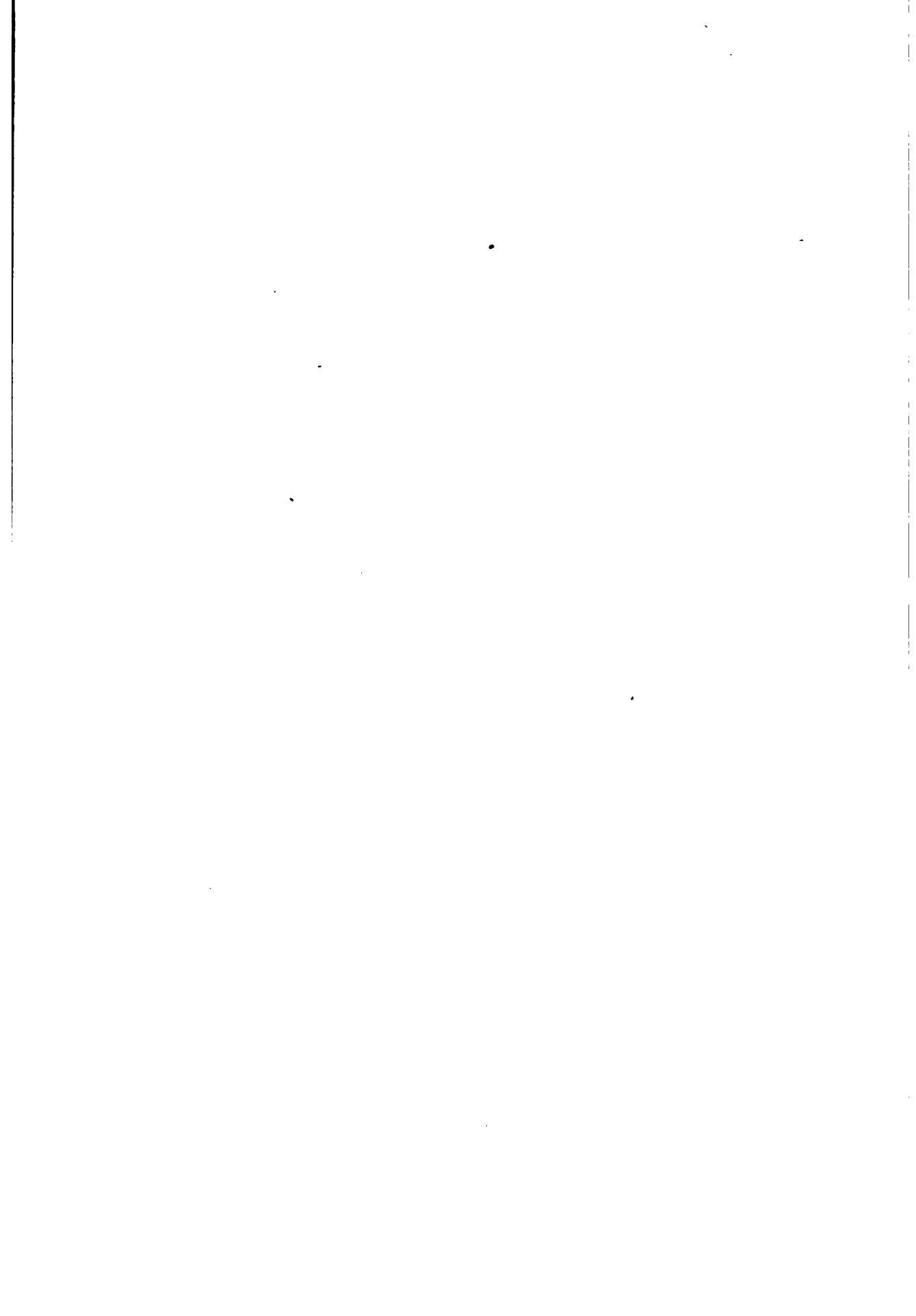
REV. GEORGE H. ATKINSON, D. D.

In the middle of the nineteenth century there came into Oregon from the east many people who as builders of the state have left their impress indelibly upon its history. Not all who came sought personal benefit from the utilization of the natural resources here afforded. They did not seek to make their own the rich mineral deposits, the fine forests and the productive lands, capable of high cultivation in both cereals and fruit; there were those who were actuated by the high purpose of bringing the Christian religion to the native sons—the race of red men who had long dominated the region—also to the early pioneers among the white race who were here building the commonwealth which is today the great state of Oregon. To this latter class belonged Dr. George H. Atkinson and while others cultivated the fields, he planted the seed in the hearts of men that bore fruit in good deeds, kindly actions and generous purposes.

A native of Massachusetts, he was born in Newburyport, on the 10th of May, 1819. After the period of early youth was passed he divided his time between the work of the farm and school teaching, being thus engaged until 1839. A young man of twenty, he then entered Dartmouth College and while pursuing his college course spent a portion of each year in teaching in order to defray his expenses. His literary course was made the foundation of special training for the ministry. He was for three years a student in the Andover Theological Seminary of Massachusetts, being graduated therefrom in 1846. Earnest, zealous and conscientious, he was ready to accept any call which would give him enlarged opportunities in the field of Christian service. Following his graduation



G. H. ATKINSON



he was appointed to do missionary work in the Zulu country of South Africa by the American Board of Commissioners for Foreign Missions. Upon the urgent solicitation of the American Home Missionary Society his destination was changed to Oregon and after waiting for one year, which was spent in the Andover Seminary in making special preparation for Bible, school and tract work in Oregon—there being no opportunity to engage passage sooner—he left Boston on the ship *Samoset*, October 24, 1847. In February, 1848, he reached the Sandwich islands and after remaining at Honolulu for three months to secure a vessel bound for Oregon, he embarked upon the British vessel *Cowlitz*, a ship belonging to the Hudson Bay Company, and crossed the Columbia bar on the 12th of June, 1848.

At that time it was believed that Oregon City would be the metropolis of this portion of the country and taking up his abode there, Dr. Atkinson remained for fifteen years as pastor of the Congregational church at that place. During that period he was instrumental in securing the erection of a house of worship and also the Clackamas Female Seminary, which he provided with its corps of teachers. He also brought about the plans of the academy and college at Forest Grove and arranged that the work should be accomplished through the association of the Congregational church, which had been formed with reference to that work. This institution was incorporated by the first Oregon legislature in 1849, and in 1852 Dr. Atkinson returned to New York and secured its adoption by the American College & Educational Society, thus obtaining the first funds to defray the expenses of teaching. At that time he purchased public-school books to the value of two thousand dollars and brought them to the territory and procured the establishment of a public-school system in 1849 by the state legislature, Governor Lane strongly recommending the measure in his first message. Dr. Atkinson was made the first school superintendent of Clackamas county and held the same position in Multnomah county for two terms following his removal to Portland in 1863. His efforts were extremely potent in building up the public-school system of this city. His was the pioneer movement in educational work in this section of the state and his labors were along practical and resultant lines.

On his removal to Portland Dr. Atkinson accepted the pastorate of the First Congregational church of Portland and remained in charge for nine years. In 1872 he was employed as home missionary, being made superintendent of Oregon and Washington by the Home Missionary Society in 1880, in charge of the home missionary work of the Congregational churches for the state of Oregon and the territory of Washington. He never ceased from his labors, never grew weary of well-doing, but sought continually broadening opportunities whereby his labors might benefit his fellowmen along the lines of intellectual and moral progress.

Dr. Atkinson was married in 1846 to Miss Nancy Bates, the wedding being celebrated in Springfield, Vermont. Unto them were born six children: Sophia B., now deceased; Dr. George H. Atkinson, who was a physician and surgeon of Brooklyn, New York, until his death, on the 27th of December, 1884; Anna Sophia B., the wife of Frank M. Warren, of Portland; Edward M., a practicing lawyer of New York city; and Sarah Frances and Charles William, both of whom are now deceased.

Dr. Atkinson continued a resident of Portland from 1863 until his death, which occurred on the 25th of February, 1889, at his home at No. 195 Salmon street. He had always been an earnest champion of Oregon and his enthusiasm concerning the state and its opportunities was contagious. During his frequent trips to the east he delivered many lectures concerning Oregon and also frequently contributed descriptive matter to the press. He was a believer in the northwest and its splendid opportunities and, feeling that Christian progress should go hand and hand with material development, he labored untiringly to promote the influence of higher living among the people of the state. He

brought with him to this country in 1848 a metal or tin tube, with which for years he measured as accurately as possible, the rain fall of the Willamette valley, these being the first records kept. In 1862, through the courtesy of Captain J. C. Ainsworth, he visited Lewiston and Tapwaih stations, the latter on the banks of the Clearwater, where Father Spalding was laboring with the friendly Nez Perce tribe of Indians at the time of the Whitman massacre. It was here the first printing press in Oregon was used. While here Dr. Atkinson preached to a remnant of the tribe, who with their intelligent chief, Langer, still lived at Tapwaih. In making the journey from Lewiston to Walla Walla behind a mule team, he noticed moisture in this barren, sage-brush country as the mules lifted their hoofs, and from that time he talked, wrote and prophesied the great future of eastern Oregon and Washington as a wheat country, to be brought about first he believed by dry farming. So anxious was he to have the flora of Oregon described in some botanical work, that in October, 1865, he persuaded Professor Alphonso Wood, author of Wood's Botany, to return with him to Oregon and study as far as possible the flora of the country. Together they made the ascent of Mount Hood from the point later known as government camp.

On the occasion of a public address at the dedication of the Congregational church in Tacoma, Washington, Edwin Eells said: "This tale of the historic beginning of Congregationalism would be far from complete if reference was not made to the first home missionary superintendent, the honored, reverend and much beloved Rev. George H. Atkinson, D. D. Indefatigable, earnest, kindly disposed, universally respected and beloved, he won the hearts of all. He stimulated the young and feeble organizations, gave hope and comfort to the discouraged, and in short made things go and go right. His travels over the territory were not in palace cars nor palatial steamboats but more often than any other way on the hurricane deck of the subdued cayuse pony or in the bottom of the highly scented canoe. His lodgings were not generally in the soft and comfortable bed of the hotel, but by the fireside of the humble pioneer he sat and conversed and went to rest in the same kind of straw-filled tick that the family had to use. But he was a true, polished Christian gentleman. Rarely is there found in the same person the courteous manner, the gentlemanly bearing, the genial temperament and the loving sympathy, combined with the indefatigable zeal, the indomitable perseverance and the heroic courage that won the respect, love and esteem of every one and gained the success that commanded the admiration of the entire community. Truly he was the apostle of Congregationalism in this state. His name will long be revered by all who knew him. His faith in the future was unbounded and his piety deeply sincere. He was the first home missionary sent out to this coast, arriving in Oregon City in 1848, and for a full generation was the mainstay of all the beginnings of Congregationalism both in Oregon and in Washington. When he passed away the denomination was desolate for he had excelled them all."

JOHN EDRION FLYNN.

The width of the continent separates John Edrion Flynn from his birth place, for he is a native of Connecticut and his natal year was 1850. His parents, John and Mary (Lynch) Flynn, removed from New Jersey to New York, subsequently becoming residents of Connecticut, during which period their son John was born, and later went to Massachusetts. Afterward they left the east and in 1856 became residents of Illinois, where they remained until 1859, when they went to Missouri.

Up to that time John Edrion Flynn had accompanied his parents on their various removals, but while they were in Missouri he left home and in 1878,

went to Colorado, settling at Leadville, where he followed mining for four years. He was also for a time in Silver City, New Mexico, where he acted as jailer of the Grant county jail and also as deputy sheriff. He then returned to Missouri and was married, after which he engaged in raising cattle and hogs. But the cholera broke out among his stock and so many died that he suffered greatly financially. In order to retrieve his lost possessions he sought the opportunities of the northwest, coming to Clarke county, Washington, in 1880. Here he located on railroad land, purchasing the title to it and continuing to occupy the place for fifteen years, or until he sold out. He then rented two hundred and forty acres of land at Grass Valley for three years, after which he leased about three hundred and twenty acres of the James Vernon ranch, twelve and a half miles east of Vancouver. He has since lived upon this place and is busily occupied with the duties of the farm, carefully conducting his interests in this connection. In 1907 he bought forty acres of land at Fern Prairie, which he rents to members of the family.

In 1883 Mr. Flynn was united in marriage to Miss Rosie L. Wilson, of Missouri, and they have nine children, Orion, Cassius, John Edward, Margaret Jane, Donald McKinzie, Rose Amy, Theodore, Ivy and Mary Hannah, all yet at home.

JAMES WILLIAM MCKNIGHT.

James William McKnight, a retired farmer of Portland, was born in Beardstown, Illinois, May 31, 1832. In that year the Black Hawk war was waged in his native state and forever set at rest the question of the supremacy of the white race over the broad prairies of Illinois. His parents were David and Matilda (Skidmore) McKnight, both of whom died in Iowa in the year 1847. The father was a millwright by trade and about 1837 removed with his family to Iowa. James W. McKnight attended school in Burlington, Iowa, and after completing his education began work as a farm hand at a wage of ten dollars per month. Later he was paid eleven dollars per month, which was considered a good salary at that time. In the winter, when the work of the fields was over, he engaged in cutting wood and was thus employed for about four years. From time to time stories came to the middle west concerning the opportunities of the Pacific coast country and, attracted by tales of the advantages to be enjoyed on the western border of the country, Mr. McKnight started over the plains on the 15th of April, 1852. Seven days before he was married and the bridal trip of the young couple consisted of the long journey to Oregon in a canvas covered wagon drawn by oxen. They left their home, about nine miles north of Burlington, and traveled for six months in a train composed of twelve wagons under command of Captain Campbell Settle. They had some exciting experiences while on the way and there was considerable sickness among the party. They had to ford rivers and were constantly on the watch against possible Indian attacks. However, they finally reached The Dalles in safety on the 11th of September and proceeded down the Columbia to the mouth of the Sandy river, where they took the teams again and traveled by wagon to Linn county. Mr. McKnight took up a donation land claim, about four and a half miles west of Lebanon, securing three hundred and twenty acres of land. On that place he built a clapboard shanty, in which he and his wife spent the first winter. The little building had no floor and they lived in truly primitive style, but were encouraged by the hope of having things better soon. The original furnishing of the cabin home was also of a most crude character. A box served as a chair for his wife, while he sat upon a bran sack. The table was a tool chest that an old friend had given him. They had a skillet and a few cooking utensils and Mrs. McKnight had a gift of a hen and some little chickens.

They owned neither horses nor wagons when they went upon the farm and Mr. McKnight's cash capital consisted of about a dollar and sixty-five cents. This sum he was compelled to pay for nails with which to build the house, which was about sixteen feet square. The fireplace was made of mud and sticks. As soon as the house was completed he began making rails, having to go about four and a half miles to the timber in order to cut the trees. He worked for other people for four years, for he had no money with which to carry on the farm work on his own place or to provide for the household expenses before the farm became a source of revenue. The nearest neighbor was then about a half mile away. After living upon the claim for four years he became interested in the sawmill business, being associated with four other men in the operation of an old-fashioned sawmill run by water power. He continued in that business for two seasons and made about fifteen hundred dollars. He then returned to the farm, upon which he built a small box house. Unlike his original cabin, this contained a plank floor. He occupied that house until about 1885 and during that period carried on general agricultural pursuits in the summer, while in the winter seasons he operated the sawmill. After his boys were old enough to be of assistance to him he began raising wheat and engaged in that business extensively, producing about four thousand bushels annually. The farm thus became profitable and year by year his financial resources increased, so that the hardships and privations of early life here were utterly done away with and modern comforts were introduced into the home.

About 1886 Mr. McKnight removed to The Dalles, where he lived retired for three years because of his health. He also sent his children to school there. In 1890 he became a resident of Portland, taking up his abode in the Stephens addition, where he made his home for ten years. Later he built his present fine residence at No. 715 East Ash street and in addition to this property he still owns his original donation claim of three hundred and twenty acres.

As previously stated, before he started for the northwest Mr. McKnight was married. It was on the 7th of April, 1852, in Burlington, Iowa, that he wedded Miss Clarinda M. Wilson, a daughter of J. B. Wilson. She was born in Indiana, September 11, 1834. She shared with her husband in all the hardships of pioneer life and proved of much assistance to him in the work of the early days. She died April 15, 1910, on the fifty-eighth anniversary of the day on which they left Iowa for the northwest. Her remains were interred in Sandy Ridge cemetery in Linn county. She was the mother of seven children: James A., deceased; Frank E., of Vale; George W., who is engaged in the sheep business with his brother Frank at Vale; David B., who is assessor of Linn county; Ida; Roma J.; and Winnie; all at home.

In politics Mr. McKnight has ever been a republican but aside from casting his vote in support of the candidates of the party has never taken any active interest in political matters. He is a member of the Pioneer Society. His life for many years was a most busy one, in which there were, indeed, few idle hours. He worked hard and persistently to gain a start and provide for his family and he deserves the success which is now his.

CALVIN S. WHITE, M. D.

Dr. Calvin S. White, secretary of the state board of health, with offices in the Dekum building in Portland, has practiced his profession in Oregon since 1893, and has made his home in the Rose City since 1905. He was born in Philadelphia, Pennsylvania, in 1868, and is a son of Joseph White, a carriage-manufacturer, who later removed with his family to a farm in Lancaster county, Pennsylvania. There Dr. White was reared, meeting with the usual experiences that fall to the lot of the farm lad. He supplemented his early

education acquired in the common schools by study in the Franklin-Marshall College and then prepared for a professional career by a course in the University of Pennsylvania, from which he was graduated with the class of 1891.

Dr. White believed that the northwest offered a good field for the professional labor of a young man, and made his way to Tacoma, Washington, where he opened an office in 1892. Afterward he came to Portland, where he was associated with Dr. Andrew Smith for a year, at the end of which time he removed to Gervais, Marion county, Oregon, where he practiced medicine until 1905. He has since been located permanently in Portland, opening an office in the Dekum building. Here he has become well established in his profession, being recognized as one of the leaders of the medical fraternity in this city. His ability is attested by the excellent results which follow his labors and his brethren of the medical profession also bear evidence to his skill and ability. He is now secretary of the state medical society and of the Oregon State board of health—further proofs of his standing in his chosen calling. He belongs to the different medical societies and keeps in touch with the advanced thought of the profession. While he does not quickly discard the old and time-tried methods, the value of which has stood the test of years, he is quick to adopt any new ideas which his judgment suggest as of real worth in the practice of medicine and surgery.

JOSEPH T. ENNIS.

Joseph T. Ennis has justly won the proud American title of "self-made man" and, moreover, his labors have contributed materially to the improvement and development of the city. He has operated largely in recent years as a speculative builder, in which connection he has transformed unsightly vacancies into beautiful residence districts and is now engaged in this work as a member of The Harbke-Ennis Building and Investment Company. He has always lived upon the Pacific coast and the spirit of undaunted enterprise characteristic of the far west finds exemplification in his life.

Mr. Ennis is a native of San Francisco, born December 13, 1872. His parents were Nicholas and Katherine (Cunningham) Ennis, the former a native of Nova Scotia and the latter of Ireland. The father learned and followed the wagon maker's trade and after living for some time in San Francisco removed about 1879 to the territory of Washington, locating at the town of La Center. The family alternated their time between Washington and Portland until about 1903, when Joseph T. Ennis took up his permanent abode in this city. His parents are also living here.

In the schools of Washington Joseph T. Ennis was educated and when but fifteen years of age began learning the carpenter's trade. About 1905 he became a contractor but before this had considerable experience as journeyman. He came to Portland in 1903 to work on the buildings of the Lewis & Clark Exposition which were then in process of erection. This was the last work he ever did as journeyman. Becoming quite well known in Portland, he felt that his acquaintance was sufficient to justify him embarking in business on his own account and that his skill would enable him to retain a good patronage. He has largely been engaged on the building of dwelling houses in the Vernon Addition. He has done most of his operations in building and selling houses, having erected seventy-two there in the last three years. He buys the lots and erects houses for sale, making them thoroughly modern in design, architecture, style and equipment. His business partner in this enterprise is J. A. Harbke, and the company was incorporated under the name of The Harbke-Ennis Building and Investment Company, with a capital of ten thousand dollars, and their

efforts in this connection are proving a valuable element in the improvement of the section of the city in which they are operating.

In 1893 Mr. Ennis was married to Miss Hattie Reed, and unto them was born a son, Leslie, now sixteen years of age. In 1907 Mr. Ennis was again married, his second union being with Hermenia Luginbuhl, a daughter of John and Josephine Luginbuhl. Mrs. Ennis is a native of Ohio and by a former marriage had a son, Myron, sixteen years of age, who is living with her and Mr. Ennis.

The mother is a member of the Presbyterian church and Mr. Ennis holds membership with the Woodmen of the World and the Moose. In politics he is an independent democrat, for while he usually supports the party, he does not hold to blind party leading, but casts his ballot where his judgment dictates, voting for the candidates whom he thinks best qualified for office. In his business affairs he has displayed an initiative spirit and the power of organization, as well as of marked executive ability in controlling the efforts of those who work for him. What he undertakes he accomplishes, allowing no obstacles or difficulties to brook his path, if they can be overcome by persistency of purpose and honorable effort.

OLIVER J. GROCE.

Oliver J. Groce, who died in Portland, June 9, 1906, was born in Clarion county, Pennsylvania, March 24, 1855. His father, Jacob Groce, was a farmer by occupation and was of German descent, being numbered among the residents of the Keystone state known as Pennsylvania Dutch. A removal to the middle west when Oliver J. Groce was very young enabled him to pursue his studies mostly in Emmet county, Iowa. His father took up a homestead there and carried on general farming for a number of years, or until he came to Oregon in 1875. Portland was his destination, and after arriving in this city he located upon the east side and engaged in the dairy business.

Oliver J. Groce was a young man of twenty years at the time the family came to the northwest. He was at first employed in Widdler's sawmill but soon afterward turned his attention to the retail grocery business, establishing and conducting a store at the corner of Seventeenth and Quimby streets. He was very successful from the outset and was continuously accorded a liberal patronage up to the time his health failed in 1905, when he sold out. Hoping to benefit by change of climate, he went to California but the hoped-for improvement did not come and he passed away on the 9th of June, 1906, his remains being interred in Lone Fir cemetery beside those of his first wife.

Mr. Groce was married twice. His first wife was Orra Alida Barber, whom he wedded in Portland. She was born in Delavan, Wisconsin, September 9, 1857, and died when twenty-eight years of age, leaving two children: Ernest C., now deceased; and Julia M., the wife of Dr. Floyd Bird, who is coroner at Kelso, Cowlitz county, Washington. In Portland, March 4, 1887, Mr. Groce married Mrs. Anna Bennett, a sister of his first wife. She was born in Edgerton, Wisconsin, August 22, 1859, her parents being Welcome and Polly (Matteson) Barber. Her father was the youngest of a family of thirteen children and was named Welcome. He was born at Hopkinton, Rhode Island, July 22, 1825, and was descended from one of the Mayflower passengers. He was married May 3, 1847, to Polly Matteson, a daughter of Peleg and Mary (James) Matteson. The mother was born at West Greenwich, Rhode Island, August 16, 1822. Welcome Barber left Rhode Island in 1854 and afterward lived at Delavan and Edgerton, Wisconsin, where he was employed in farming and brickmaking until 1863, when he went to Iowa, reaching his destination after traveling for five weeks in a prairie schooner. He arrived in June following the passage of the



O. J. GROCE

making the journey over the plains with ox teams, being influenced in this step by the fact that he had a brother who was engaged in the hotel business in Portland. It was a tiny little town but the hotel found its support from the people who traded here, all goods being brought in by vessel and sent out in the same manner. The whole town had but few streets near the river front and some of the districts, which are now most thickly populated, were covered with a dense forest growth. Mr. Watson entered the employ of Captain Ankeny in a butcher shop and learned the trade. Later he went to Montana and in connection with Captain Ankeny opened a shop at Helena, which was then a small mining town. He remained there for a number of years, at the end of which time he desolved partnership and engaged in business alone. He sent mules with packs into the mines, carrying supplies, and found a ready sale for the products. Later he sold out and returned to Portland. Prior to that time, however, he purchased a large tract of land in North Portland that has since been subdivided and laid out as Watson's addition. He was married shortly after returning here, built a house upon his land and took up his abode there. He had an extensive tract five acres of which he reserved for a home for himself. It was covered with timber but in time became very valuable as the district was settled. Again he became connected with Captain Ankeny in business. They built the Central market and carried on the enterprise together for a number of years, but at length dissolved partnership, Captain Ankeny continuing the business while Mr. Watson took charge of his estate. Upon his land he built a store which he conducted for five years, when he sold it to his brother-in-law, who in time disposed of the stock to Mrs. Watson, who still owns the building and other land.

Mrs. Watson bore the maiden name of Ona Eddy and was born in New York, as were her parents, William L. and Mary (Sheldon) Eddy. In 1870 Mrs. Watson came to Oregon with her brother, Pitt A. Eddy, a grocer of Portland, her parents having both passed away in the Empire state before she came to the west. The marriage was celebrated on the 2d of April, 1872, and Mrs. Watson has continuously resided in Portland, not only through the period of her married life but also for two years before, her residence here covering forty years. Unto Mr. and Mrs. Watson were born five children: Grace L., the wife of Dr. Arthur Vial of Portland, by whom she has three children, Louise, Marie and Robert; Dr. Alfred P. Watson, a dentist of Portland, who married Lelle Crosby; Ona R., the wife of J. H. Peterson, a real-estate man of Portland; Jane, who died in childhood; and one who died in infancy.

The death of the husband and father occurred November 23, 1884, and his remains were interred in Lone Fir cemetery. He was a member of the Episcopal church and a man of upright life, who was found ever reliable in business, progressive in citizenship and loyal to the ties of home and friendship. He deserved much credit for what he accomplished for he was practically dependent upon his own resources from the age of eight years, providing in large measure for his education as well as his self-support. His history proves that diligence and determination will come off conqueror in the strife with difficulties and hardships.

A. B. HALLOCK.

When Oregon City was a place of much more prominence than Portland, A. B. Hallock came to the northwest. He cast in his lot with the little village that stood on the west bank of the Willamette, and soon proved his worth as a factor in the business interests of the town. He became actively connected with the growth of the city as a surveyor and builder and retained his residence here for a quarter of a century, while within one of Portland's beautiful cemeteries his earthly remains now rest.

Mr. Hallock was born in Utica, New York, in 1826, a son of Dr. A. B. Hallock, who was a representative of an old Quaker family. After attending the schools of Utica for several years the son entered business circles as an apprentice to the cabinet-maker's trade and became a fine mechanic and also an expert draftsman, civil engineer and surveyor. The great unsettled west seemed to promise him opportunities along the line of his business, and in the year 1849 he made his way to the Pacific coast, over the water route and across the isthmus of Panama. He journeyed alone and when he reached Oregon proceeded at once to Oregon City, where he secured employment at his trade. Later he turned his attention to building and contracting and to him is due the distinction of having erected the first brick building on First street, Portland, its location being near Pine. Later he erected the Ladd & Tilton Bank building and a number of other early prominent business blocks of the city. Moreover in matters of public interest he took an active and helpful part and his labors were of distinct value to the city in many ways. He was a member of the early volunteer fire department and his foster daughter, Mrs. Cotter, has a fine silver trumpet made of fifty hammered silver dollars which was presented to him by the Multnomah Engine Company, April 2, 1862, after he had efficiently acted as foreman of that company for five years. In addition to his other work in Portland he was one of the early surveyors of the city and laid out the Couch addition.

In 1874 Mr. Hallock removed to Tillamook, where he lived retired. He purchased forty acres of land there, owning the present site of Ocean Park, now one of the attractive summer resorts on the sea coast. He resided there up to the time of his death, which occurred October 28, 1889, his remains being then brought back to Portland, for interment in Lone Fir cemetery. He had been reared in the faith of the Society of Friends, or Quakers, but never joined any church. His life, however, was actuated by high moral principles and he was in sympathy with all movements for the betterment of mankind. He possessed a fine voice and sang in a number of churches. His political support was given to the democracy but he would never hold office except when he was a member of the city council for a few years. However, he always took an active part in politics and in fact was ever interested in all that pertained to the welfare and upbuilding of the community, cooperating in various projects for the material, intellectual, political, social and moral advancement of this city.

In 1856 Mr. Hallock was married to Miss Mary T. Bliss, who was born in Providence, Rhode Island, in 1830, and when young went to Massachusetts to live. In 1855 she came to Portland where her sister, Mrs. Leland, was then residing. She died in 1863 and the two children of that marriage are both deceased. The son Edward reached the age of fifty years, passing away in 1907, while the daughter Bessie died in infancy. They also had an adopted daughter, Annette B., who was born in Ashland county, Ohio, and in 1852 came to the west, settling in Portland. The trip over the plains had consumed all of the time between the 1st of June and November. Here she became the wife of John Cotter, who was born at Whitehall, New York, on the 17th of March, 1838. He came to the west when twenty-one years of age, making his way to the mines. He was a barber by trade, following that pursuit in Portland. It was in this city that they were married, March 31, 1868, and for twenty years they traveled life's journey happily together, but the death of Mr. Cotter occurred on the 7th of December, 1888, his remains being interred in Lone Fir cemetery. He, too, was a member of the volunteer fire department, No. 1, and he belonged to the Independent Order of Odd Fellows. Unto Mr. and Mrs. Cotter were born six children: Lillian, who is the wife of Mortimer Lawler, of Boston, Massachusetts, and has one son, Howard; Harry A., of Spokane, Washington; John F., of Seattle; Esther, the wife of Arthur B. Lo-

der, of Chicago; Louise, at home; and one died in infancy. With the exception of a period of six months spent in Indianapolis, Mrs. Cotter has resided continuously in Portland since she came across the plains more than a half century ago, and has been an interested witness of its growth as it has been transformed from a small and enterprising town to the beautiful Rose City of the present day.

PRESTON WILSON GILLETTE.

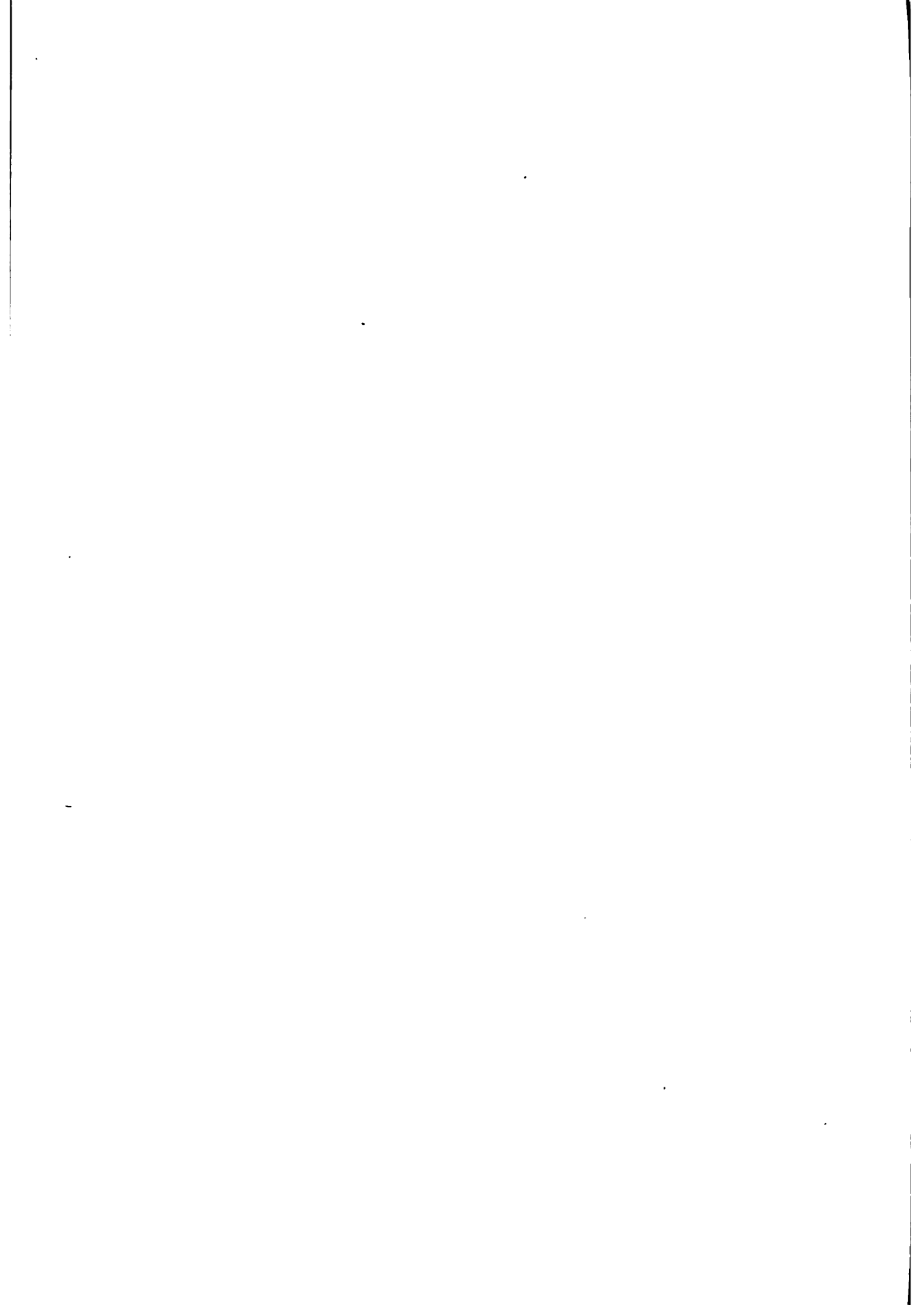
There are those who have sung the praises and written of the glories of the northwest, its splendid forests and majestic rivers. No stronger tribute, however, has been given than that of the pioneers who in their work of building an empire in this section of the country testified to their appreciation of nature's beauties and her bounty. It was they who in reality were the heralds of this land, proclaiming her riches and her advantages in the establishment of their homes here and their utilization of the opportunities offered. Prominent among this number was Preston Wilson Gillette, who on the 2d of June, 1825, was born in Rome township, Lawrence county, Ohio. His ancestral history proclaims the fact that at the time of the persecution of the Huguenots in France in the sixteenth century four brothers of the name emigrated to the colony of Connecticut and according to all information now available it is believed that all the Gillette families in the United States came from that stock.

Captain Horatio Nelson Gillette, father of Preston Wilson Gillette, was born in Connecticut, January 5, 1799, and moved with his father to Ohio in 1816. Mr. Gillette said of his father: "He started for himself early in life as a boatman on the Ohio river. He first ran on keelboats before steamboats were introduced upon the river. He thoroughly learned the channels of the Ohio and Mississippi rivers and when steamboats came he was one of the best steamboat pilots on the rivers, and afterward was captain of steamers until he grew tired of the river and remained at home, devoting the remainder of his life to farming. He was a scientific and experimental farmer. He was a noted fruit grower and horticulturist. He was the first to graft and introduce the famous 'Rome Beauty' apple, which is now so extensively grown throughout the west. There are more 'Rome Beauty' apples grown and sold in the Mississippi and Ohio river valleys than all other sorts combined. He was considered by all who knew him as one of the most useful and intelligent as well as best of citizens. The whole community was benefited by his practical and experimental knowledge. He was a sterling man, his character was without a blemish and above the reach of suspicion. His integrity was without reproach." In connection with a number of other leading citizens of his district he organized the first agricultural society of Lawrence county, Ohio, in 1847, and was elected its first president. The organization is still in existence under the name of the Lawrence County Agricultural Society. Not only in connection with navigation and horticultural interests was Captain Gillette well known, but in public life as well he figured prominently, and was a member of the convention that assembled at Columbus, Ohio, in 1850 and framed the present constitution of Ohio. He died in Lawrence county, June 24, 1881. His wife, Sarah B. Wilson, was born in Virginia, November 21, 1804, and died in Lawrence county, Ohio, November 25, 1840. Preston W. Gillette had six sisters and one brother. Henry Clay Gillette, the only brother, enlisted in the Union army and after serving for two and a half years contracted consumption from exposure and died a few months later.

Preston W. Gillette was educated in the common schools of his native township, which he attended three, six or nine months in the year as opportunity offered, spending the remainder of the time in the cultivation of his father's farm. Subsequently he continued his studies at Clermont Academy. In his



P. W. GILLETTE



diary in later years he wrote: "When I was a boy of twelve or fourteen years I heard my father reading a glowing letter from Astoria, Oregon, published in the New York Express describing the mild, beautiful and healthful climate, the elegant scenery, the great Columbia, the tall fir trees, the unsurpassed fertility of the soil and the brilliant and promising future of the wonderful country, and although but a boy this fired my brain and set me wild to go to Oregon. I tell this to illustrate how small a thing frames the destiny of a life and to illustrate what creatures of circumstances we are." Mr. Gillette never forgot this description and for a number of years there lay dormant in him the desire to make Oregon his home until he had opportunity for the fulfillment of his hope.

In the autumn of 1851, having determined to become a member of the bar, he went to Burlington, the county seat of Lawrence county, Ohio, and began reading law in the office of Colonel Elias Nigh, an attorney of that place. In the following February he read in a newspaper an account of an expedition fitting out for Oregon called the "Presbyterian colony," and extending an invitation to all persons of "good moral character" who desired to emigrate to that distant territory to join them. Mr. Gillette acted at once upon this invitation and immediately wrote to his father informing him of his determination to go to Oregon, and also to the Rev. A. J. Hannah, who was the prime mover in this enterprise. In a few days he received a very cordial letter from Mr. Hannah urging him to join the colony and appointing a meeting with him in Cincinnati on the 12th of March following. Mr. Gillette then closed his law books and returned home to make his preparations for the long trip to the west. His diary account of this is as follows: "On the 16th day of March, 1852, our party, consisting of Mr. Hannah and twelve or fifteen persons, took passage from Cincinnati on a comfortable steamer to St. Louis, Missouri. It was an elegant trip down the beautiful Ohio to its mouth and up the turbulent Mississippi to St. Louis. I enjoyed every moment of it as only a young, healthy, ambitious man could when just beginning the first grand enterprise of his life. I was full of hope, health and ambition; I had cut loose from every friend and acquaintance and was just entering upon a new life, alone in the world, but I enjoyed it and felt more like a man than I ever had before. I liked my seeming freedom and independence. It aroused in me a self-reliance that I never before felt or conceived of. Our train consisted of twenty-two wagons with about sixty-five people, and we arrived in Oregon on the 15th of September, one hundred and thirty-four days from the date we started."

On the 18th of February, 1853, Mr. Gillette walked from Newsom's mill in Marion county to Oregon City, and took passage on the little steamer Eagle to Portland, the fare at that time being three dollars. As a passenger on the steamer Lot Whitcomb, J. C. Ainsworth, captain, he went from Portland to Astoria, then containing less than a score of buildings. He concluded to settle in Clatsop county and purchased a place on the Lewis and Clark river six miles south of the town site. In May, 1853, he received three boxes of fruit trees, seeds and ornamental shrubbery from his father in Lawrence county, Ohio, which was the first importation of ornamental shrubbery in the territory. The box contained thirty or forty varieties of the best apples, several of which were not to be found on the coast, besides a general assortment of ornamental shrubs. There were also a number of varieties of roses and up to that time the Mission rose was the only one known in Oregon. From this stock has sprung a large proportion of the roses, shrubbery and other flowers and fruit which bloom and bear in such wonderful luxuriance in Oregon and adjacent states. The express upon the three small boxes in which the stock was packed amounted to one hundred and fifty dollars. In writing of this importation in his diary Mr. Gillette said: "It has always been a source of great pleasure to me to see wherever I go on the coast, from Victoria to San Francisco, the offshoots of my importation. There is scarcely a yard or garden in Oregon, Washington or British Columbia or northern California in which there cannot be found some-

thing that sprang from the little stock first planted in my garden on the east bank of the Lewis and Clark river in Clatsop county. It makes me feel and realize that I have been of some use and have added to the comfort and pleasure of thousands of my fellowmen."

In August, 1866, Mr. Gillette was appointed an "aid to the revenue," and stationed at Yaquina bay to report the departure and arrival of sea-going vessels and watch for smugglers. He wrote: "The only vessels that ever visited the port were two small oyster schooners, so I really had nothing to do." In 1867 he sold his property on the Lewis and Clark river and removed to Portland, where as traveling agent and correspondent he entered the services of the Oregonian and began traveling over the state. In 1868 he was made collector and general business agent for the Oregonian, and so continued until 1872, when he severed his connection with the paper to engage in the real-estate business. In that field he was exceedingly prosperous. In 1873, because there were so many letters of inquiry from eastern states, Mr. Gillette procured money by subscription and employed W. L. Adams to write a pamphlet entitled "Oregon As It Is." In connection with the real-estate firm of which he was a member he published ten thousand copies and sent them through the eastern and western states. He wrote hundreds of letters in answer to inquiries; he also requested that the letters sent to the railroad offices be given him, and spent much time and considerable money in answering them. Thus in exploiting the advantages of this district he did much for Oregon's upbuilding and many there are who name him as the influencing factor in bringing them to the northwest. He made his business his constant study and his judgment of real-estate values was always in demand. He was constantly receiving letters from brokers asking his opinion on values. He negotiated deals for General Sheridan and other well known men and conducted an extensive and profitable real-estate business in Portland.

Mr. Gillette was reared in the faith of the whig party, of which his father was an advocate, and later on the organization of the republican party both he and his father joined its ranks. Aside from his service as a revenue officer he was in 1862 elected to the Oregon legislature from Clatsop county without opposition, receiving every vote cast in his district. In 1864 he was appointed collector of customs at Astoria and in the same year was elected to represent the three counties of Columbia, Clatsop and Tillamook in the legislature. While in the house he was the author of several important measures. Chief among these were the bills framed by him which regulated pilotage at the mouth of the Columbia, resulting in the introduction of steam tugs to supersede the old schooners and establishing pilot rates. In later years, speaking of his connection with these legislative enactments, he said: "I was so determined to have the steam pilot tug system established on the Columbia river that I went in person on horseback from the river to Olympia, through snow storms and rain, and remained until my bill was passed by the Washington legislature and signed by the governor." The measure was passed in less than two weeks and became a law of both Oregon and Washington.

In 1888 Mr. Gillette was united in marriage to Miss Mary MacCabe, of Portland, Oregon. Their only child, a son, Preston W. Gillette, Jr., was born in Portland in January, 1893. Mrs. Gillette's parents were natives of Kentucky and on removing to California about 1853, they took with them three negro slaves to the land of freedom that they might not be sold to strangers. In 1862 Mr. MacCabe removed with his family to Jackson county, Oregon, where he died in 1867, and the following year his wife passed away, leaving a family of six young children, all of whom are still living with the exception of one.

Mr. Gillette never associated with secret or other societies, nor was he a member of any church. His views on religion were broad, liberal and charitable. His love of nature amounted to worship; the trees, the woods, the mountains and skies were a continual delight to him and although his eyesight from

boyhood was very deficient, no new variety of plant or tree ever escaped his notice or was passed by until he had learned it thoroughly. He was a great reader and possessed a remarkable memory. His taste in literature led him to select only the best and when he read he did so understandingly. It is difficult to put into words the character of such a man as Mr. Gillette, but all who knew him recognized his absolute honesty, his abhorrence of anything false or superficial and his perfect trustworthiness. Throughout life his aims were toward the ideal. He was fearless in the discharge of duty and never disappointing in promise, while scheming, sharp practice and deceit were utterly foreign to his nature. He was by birth, practice and preference a gentleman, who always attended strictly to his own business; he was careful, methodical and economical without being parsimonious. His long, industrious, frugal life was an open book, in which no one could find a single page on which there was anything that was not honorable, sincere and uplifting. In his family he was generous and free, a devoted husband and loving father. If there was any trait in his nature stronger than his love of nature and home, it was his loyalty. He was intensely loyal—to his city, his friends, his party, and above all to his country. There are many acts in his life which are tangible assets in the development of Oregon, while in other respects the worth of his labors is immeasurable for who can determine how far-reaching was the influence of the history of Oregon's resources which he sent out or the letters of inquiry which he answered? He realized that nature had done much for man in the northwest and that man might do much for himself. His contributions to civilization on the Pacific coast were large and his name is indelibly inscribed upon the keystone of Oregon's arch of fame.

FRANCIS M. DE LONG.

Francis M. De Long, who for many years was identified with farming interests in Clarke county, Washington, continuing actively in business up to the time of his death, which occurred October 9, 1909, was numbered among those citizens who, while carefully conducting individual interests, were ever mindful of the duties and obligations which they owe to the general public. A native of Indiana, he was born March 5, 1841. His youthful days were spent in the middle west and he had just reached his majority when he responded to the country's call for aid in the Civil war. He had in the meantime removed from Indiana to Illinois, and in the latter state he enlisted as a member of Company E, Eleventh Illinois Volunteer Infantry under the command of Captain M. Kenyon. With that regiment he went to the front and participated in a number of hotly contested engagements during the three years of his connection with the army. He never faltered in the performance of duty, whether on the firing line or on the lonely picket line, and at the expiration of his three years' term was honorably discharged at White River, Arkansas.

He then returned to his home in Illinois and later went to Missouri. Subsequently he became a resident of Riverton, Nebraska, where he lived for seventeen years, owning a section of land in that locality, but the west had for him an irresistible attraction and he continued toward the setting sun, at his next removal having Salt Lake City as his destination. When he became a resident of St. Anthony, Idaho, he engaged in the hotel business, building the first hotel there at a cost of thirty thousand dollars. His daughter was also the first female child born in that town. There were only two houses when he went there and he aided materially in the upbuilding and improvement of the place. After conducting his hotel for six months he went out on a farm and carried on general agricultural pursuits there until his removal to Clarke county, Washington, in December, 1892. Here he purchased one hundred and seventy-nine

acres of land at Sifton, which is a part of the Richardson donation claim. This lies at the edge of the new town of Sifton and Mr. De Long continued its cultivation until his life's labors were ended. He carefully and systematically carried on farm work and his practical and progressive methods resulted in bringing him good returns. Prior to his death, however, he sold eighty-five acres of land. His farm was devoted to the production of hay and grain and since the death of Mr. De Long his widow has conducted the ranch, which now comprises ninety-four acres. Of this seventy-four acres have been cleared and put under cultivation, while the rest is in timber.

It was on the 17th of June, 1888, that Mr. De Long was united in marriage to Miss Clara Newton, of Clermont county, Ohio, a daughter of Asa and Ann (Whiting) Newton. They became parents of two children, Lloyd and Lulu, both at home with their mother. By a former marriage Mr. De Long had five children, of whom one is living, Charles, who makes his home near Vancouver. Mr. De Long held membership with Lew Wallace Post, No. 115, G. A. R., of Orchards, and thus maintained pleasant relations with his old army comrades. His life record covered sixty-eight years and was a period of activity and usefulness, crowned with a desirable measure of success. He was devoted to the welfare of his family and was faithful to his friends, and in matters of citizenship he also displayed an enterprising and progressive spirit.

• CHARLES W. POPE.

Long years have passed since Charles W. Pope was numbered among the active business men of the Willamette valley. He is remembered, however, by many of the earlier settlers, for he was a man of strong individuality and marked characteristics and became widely known as a successful hardware merchant of Oregon City. A native of the American metropolis, Charles W. Pope was born in New York city on the 26th of September, 1833, and came of English ancestry. His father, Charles Pope, was a native of England and following his arrival in the new world was married to Miss Sarah Archer, a native of New York. He continued his residence in the Empire state until he started for the west on one of the Abernathy ships which sailed around the Horn in 1852. His destination was Oregon City, then a place of considerably more importance than Portland. There he opened a general store and spent the greater part of his remaining days in that place, although for a brief period he was a resident of Portland. However, he returned to Oregon City and in that picturesque town, situated at the falls of the Willamette, both he and his wife spent the remainder of their days.

Charles W. Pope, the eldest of their seven children, attended the public schools of New York and was a youth of eighteen years when he accompanied his parents to Oregon. His initial connection with business life in this city was as assistant in his father's store, but later he took up river work, becoming purser of one of the steamboats on the Willamette. However, he again turned his attention to commercial pursuits, purchasing a store of Mr. Millwayne, one of the oldest hardware merchants of Oregon. From that time until his demise Mr. Pope was engaged in the hardware business in Oregon City where he carried a large line of goods and built up a substantial trade. The store is still owned by his widow and is conducted under the firm style of Pope & Company.

Mr. Pope was married on the 14th of May, 1862, at Oregon City, to Miss Harriet E. Pease, who was born in the state of New York and was a daughter of Norman and Harriet (McAllister) Pease, the former a native of Ohio and the latter of the Empire state. Mr. Pease died when his daughter, Mrs. Pope, was very young and her mother came to the west in 1862, spending her last

days in Portland. Mrs. Pope made her way westward in 1861 to visit her brother, Captain George Pease, who was a pioneer settler here and became acquainted with Mr. Pope who sought her hand in marriage. They became the parents of four children: Ada, who is the widow of John H. Picket, and has two children, Frances and Katharine; Mary, the deceased wife of John H. Hemenway; Charles B., who has also departed this life; and Charles W., of Oregon City, who has charge of his mother's business there.

In the year 1877 the family were called upon to mourn the loss of the husband and father who on the 22d of March of that year was drowned in the Clackamas river. His body was recovered and was laid to rest in the Oregon City cemetery. He was a republican in his political views but would never consent to hold office, feeling that his business affairs claimed his entire time and attention. He enjoyed social relations with his fellowmen and held membership with the Independent Order of Odd Fellows at Oregon City. His religious faith was evidenced in his membership in the Methodist church which found him loyal and devoted to its interests and upbuilding. About 1880 Mrs. Pope removed from Oregon City to Portland where she has since made her home and here she has many warm friends.

H. W. DAVIS.

It has been said that there is always an element of lawlessness in a new community before government becomes organized and law holds sway. But if this is true it is nevertheless as true that the majority of citizens in a new community stand for law and order, for truth and progress, else the community would cease to enjoy growth and advancement. There would be nothing that would attract other settlers. H. W. Davis was of that class who ever upheld the legal and political status of Portland and advocated its intellectual, social and moral advancement and thus from early pioneer times until his death he was numbered among Portland's citizens of substantial worth.

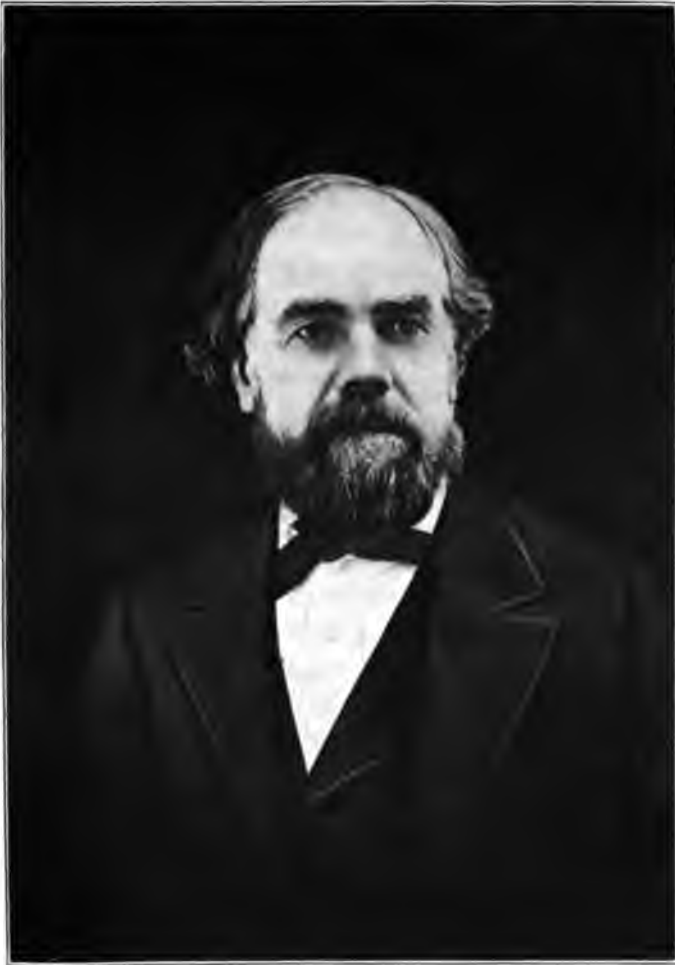
A native of Virginia, Mr. Davis was born on the 10th of February, 1813. The environment of his youth was that of the frontier and he enjoyed such educational advantages as the schools of that day afforded. After putting aside his text-books he learned the machinist's trade and became a well qualified workman, following that pursuit up to the time of his marriage. While still living in the east he was joined in wedlock to Miss Mary Wilkenson, who was born in Virginia, and remained a resident of that state until after the time of her marriage. She was born February 5, 1803. They began their domestic life in the place of their nativity, and six children had been born ere their removal to the west. At length, however, they decided to seek a home on the Pacific coast and traveled over the plains with ox teams, being six months on the way. It was a long and arduous trip, the story of which has never been adequately told, for only those who have had such experiences can realize the hardships of journeying over the prairies and across the desert and then climbing the mountains to descend again on the other side of the slope to the valleys of the Columbia and Willamette rivers. At length, however, the party reached Portland and Mr. Davis opened a machine shop in connection with David Mc-Masters at the corner of Third and Yamhill streets, where the old Baker Theater was later situated. Mr. Davis continued in that business for many years, securing a growing patronage as the city developed but eventually sold out. His later years were largely devoted to office holding. He was elected justice of the peace and filled that position for over twenty years, his incumbency winning him the title of Judge Davis. His decisions were strictly fair and impartial for he carefully weighed the evidence in the case and correctly applied thereto the law which had reference to the points in litigation.

Unto Mr. and Mrs. Davis were born twelve children: Cordelia, who became the wife of William Braden; Sarah M., the wife of John Marshall, of Portland; Eva, who married George Lawson but both are now deceased; Anna, the wife of Lewis Fuller, of Portland; Mrs. Hattie Forsyth; Charles; Herman; Park; Mrs. Alice Foss; Winfield and Irene, all of whom have departed this life; and one who died in infancy. Mrs. Davis was called to her final rest on the 6th of February, 1853, at the age of fifty years, and the death of Mr. Davis occurred January 18, 1891, when he had reached the age of seventy-seven years, eleven months and eight days. He became one of the charter members of Samaritan Lodge, No. 2, I. O. O. F., in which he held all of the offices and was likewise a member of the encampment. His political support was unfalteringly given to the men and measures of the republican party, for he deemed its principles a valuable element in good government. His religious faith was that of the Methodist church and he was always loyal to its teachings. For many years he lived in Portland and the city recognized in him one who did not seek to figure prominently before the public but he nevertheless displayed throughout his life the sterling qualities of good citizenship, of unfaltering trustworthiness and of marked devotion to duty.

CAPTAIN WILLIAM IRVING.

A considerable portion of the site of East Portland covers the donation land claim of six hundred and forty acres which Captain William Irving secured in 1851. The former owner, David Sheldon, had occupied the place but six months and had cleared about two acres of land. A small frame house stood upon the tract and it became the early home of Captain William Irving at a period when the remainder of the city of East Portland was largely covered with its native growth of pine forest. His title is an indication of his long connection with the shipping and river interests of the northwest. He was born in Annam, Dumfriesshire, Scotland, in 1816, and at a very early age went to sea, reaching many of the leading ports of the world while still a young man. In the early '40s he was mate on the brig Tuscany, which sailed between New York and English ports, at which time Richard Hoyt was captain of the brig and Richard Williams was steward. The three men were later destined to play an important part in the establishment of steam navigation on the Willamette and Columbia rivers.

Captain Irving came to Oregon in 1849 as master and part owner of the brig Success, with which he entered the coasting trade. He laid the foundation of his fortune in the purchase of a donation claim on the east side of the Willamette, a tract that became very valuable as the growth of the city extended in that direction. His first steamboat venture was in commanding the little Eagle, which he brought up on the deck of the bark Success and placed on the Portland and Oregon City route. After selling that boat to Wells & Williams he bought the Express and in association with others also owned a number of the other early boats that were seen upon the waters of the Willamette and Columbia. He disposed of his steamboat interests in Oregon, however, about 1858, and went to British Columbia, where he joined his old partner, Alexander S. Murray, and the Jamison brothers, there building the first steamer constructed in British Columbia, called the Governor Douglas. Later he built the Colonel Moodey, with which he made the first successful trip to Yale in 1861. The following year he sold his interest in both boats and built the Reliance, which he commanded until 1866. He then built the Onward. He had great opposition almost from the time of his arrival on the Fraser river, but he persevered in his efforts of operating his boats on that stream and in each business contest emerged victorious. At the time of his death he stood at the head of his profession, ad-



CAPTAIN WILLIAM IRVING



mired even by his business rivals and revered by a host of friends who regarded his death as an irreparable loss.

In September, 1851, Captain Irving was married to Miss Elizabeth Dickson, a daughter of James and Susan Dickson, pioneer residents of Oregon. Mrs. Irving was born in Shelby county, Indiana, and in 1850 came across the plains with her parents, remaining in the Waldo hills until 1853, when they took up a donation claim near Roseburg, where they died. Captain and Mrs. Irving began their domestic life upon the donation claim which he secured on the eastern bank of the Willamette and there remained for nine years, or until 1860, when they removed to British Columbia, Mr. Shaver, a brother-in-law of Mrs. Irving, taking charge of the place until she returned. In 1884 the present fine residence was built. Unto Captain and Mrs. Irving there were born five children. Mary is the wife of Thomas S. Briggs, of British Columbia, and they have nine children, William I., Henry C., John, Barrett, Thomas L., Naoma, Emanuel, Stanley and Errol. John, the only son of the family, now living at Victoria, British Columbia, married Jennie Monroe, a daughter of Alexander Monroe, one of the early Hudson Bay men, and they have three children, Elizabeth J., William A. and Genevieve. Susan is the widow of G. M. Cox and has three children, Susan, Britonarte and Mary. Elizabeth is the wife of Captain Ernest W. Spencer, of Portland, and has two sons, Walter and Charles Roy. Nellie is the wife of W. S. Chandler, of San Francisco, and they have four children, Ernest I., William G., Helen S. and Benjamin.

The death of Captain Irving occurred at New Westminster, British Columbia, August 28, 1872. He was a member of St. Andrews Society and a man of sterling personal worth. One who knew him long and well said of him at the time of his death: "His purse was always at the disposal of any one in need, and his generosity was unrestricted by class, faith or nationality. He knew no distinction in his bounty, and he never allowed a former injury to interfere with a present occasion for timely aid. He was a gentleman in the true sense of the term."

WILLIAM S. FAILING.

William S. Failing, now living retired in Portland, was born in Jefferson county, New York, November 5, 1838, and has therefore passed the seventy-second milestone on life's journey. His parents were Sylvester and Charlotte (Kellogg) Failing. He lived in the Empire state until about 1860 when he determined to leave the Atlantic coast and try his fortune by the side of the Pacific. Oregon was his destination but he traveled westward to California, making the journey partly by boat across the isthmus, where he again embarked for San Francisco. He tarried in California for a few months and in 1861 came to Oregon, where he engaged in the nursery business for a number of years. He also served as inspector in the custom-house and his life was characterized by activity, diligence and perseverance until he retired, having attained to advanced years.

On the 3d of January, 1866, Mr. Failing was united in marriage to Miss Helen M. Hathaway. She is a native of Wood county, Ohio, and came with her parents to Oregon in 1851. They made the long trip across the plains and over stretches of hot sand with ox teams and at length settled in Milwaukie, Oregon, where her father followed carpentering. Unto Mr. and Mrs. Failing have been born nine children: Elizabeth, the wife of G. T. Hunt, of Estacada, Oregon; Oliver W., living in Portland; Mary Jane, the wife of G. F. Peterson, of this city; Helen, the wife of W. E. Burch, a resident of Oakland, California; Cornelia F., the wife of William R. Minsinger; Mildred, the wife of G. C. Powers, of Portland; Stella, Junia and Grace, all at home. Mrs. Failing is a

member of the Episcopal church. The family has long been prominent in this city, having many friends among the older settlers and also among the more recent arrivals.

Mr. Failing is a charter member of Industry Lodge, A. O. U. W. For half a century he has lived in Oregon and has been a witness of much of its growth and development. He was one of the discoverers of the John Day mine and in other connections he has been closely associated with events which have marked the progress and advancement of this section of the state.

R. L. GILLESPIE, M. D.

The hospital is a comparatively old institution; the sanitarium with its modern equipment is comparatively recent. This institution meets every demand of the present day for the adequate care of the sick as well as for surgical attendance. It is becoming more and more an indispensable element in every community, providing, as it does, opportunity for scientific and sanitary equipment, as accessories to health, which cannot be obtained in the home.

R. L. Gillespie, physician and surgeon, is rapidly becoming widely known throughout the northwest as the president and superintendent of the Crystal Springs and the Mount Tabor Sanitariums, which, situated on Mount Tabor Heights in Portland, cover thirty acres of ground. He has conducted these institutions as superintendent and chief medical director since 1899 and, while he has gathered about him an able corps of assistants, the success of these institutions is chiefly attributable to his business ability and professional skill. Dr. Gillespie is, moreover, entitled to special mention in this volume as one of the Oregon pioneers of 1859. He was born on a farm in McComb county, Michigan, in 1855, a son of Robert L. and Mary Ann (Bidwell) Gillespie. His father, a typical pioneer of the northwest, was a Scotchman by birth and was educated in the land of hills and heather. As a young man he became officially connected with the English government and with his wife had made three trips around the world before the birth of Dr. Gillespie. He stood six feet and two inches in height and weighed about two hundred and forty pounds. He was well proportioned, a man of striking appearance and of equally strong and commendable characteristics. He possessed a somewhat adventurous turn of mind and at one time, acting for the English government, had charge of the arsenal at Hong Kong, China, with the title of high sheriff. A desire to see still more of the world led him to the northwest in 1859, in which year he crossed the plains from Michigan, where he had previously lived upon a farm, in Oregon, making his way to Oregon City, which was then a more important town than Portland. After a brief period, however, he removed with his family to Marysville, now Corvallis, Oregon, and later became a resident of northern Idaho. He served as sheriff of one of the counties in that part of the state during the memorable winter of 1861-2, the severity of the climate being such as to make the position a very arduous one. In the spring of 1862 the family went down the Clear river in Idaho on a raft, resting for a time at Lewiston, whence they proceeded by wagon to The Dalles, from which point the journey was continued by boat to Portland. In 1864 the Gillespies became residents of Boise City, Idaho, where the father and mother took up their permanent abode. Mr. Gillespie having previously studied law, successfully engaged in practice there and became a man of great prominence in Boise City. He served as probate judge for a number of years and was a man of marked influence in the community, his abilities well fitting him for leadership. He died in 1872 at the age of forty-six years, his remains being interred in the Odd Fellows cemetery there. Mrs. Gillespie still makes her home in Boise City and has reached the remarkable old age of ninety-one years.

Dr. Gillespie, his father's namesake, was but a small lad when the family made the long and arduous journey across the plains and was still but a boy when they finally settled in Boise City. In the meantime, in the various removals, he had met all of the experiences of life upon the frontier, and memory brings to his mind many vivid pictures of the districts in which the family lived and the phases of life there exhibited. He supplemented his previous education by study in St. Michael's College, an Episcopal school of Boise City, from which he was graduated with the class of 1870. He then turned his attention to stock-raising upon the range in Idaho and several years passed in that way. In 1873, when a youth of eighteen years, he returned to Portland and seemingly having inherited some of his father's adventurous spirit, he shipped as a cabin boy on the sailing vessel, Jane A. Falkenberg for the Sandwich Islands. He again came to Portland on the return trip of that vessel and then went to his parents' home in Boise City, but in 1883 returned to Portland and resumed his studies, matriculating in the Willamette University, in which he prepared for the practice of medicine. The M. D. degree was conferred upon him by his graduation in 1886 and he at once opened an office in this city. He is today one of the distinguished physicians and surgeons of the northwest and has several times, in addition to a growing and extensive private practice, served Portland as city physician. In 1886 he did further professional work in the New York Post Graduate School of New York city. He is now bending his energies toward the development of the sanitariums of which he has charge and his labors in this direction are actuated by a broad humanitarian spirit, as well as a laudable desire for success. He has been president as well as superintendent and chief medical director of the Crystal Springs and Mount Tabor Sanitariums since 1899. The other officials of these institutions are Henry M. Tuttle, secretary, and Dr. H. Waldo Coe, treasurer. These sanitariums were established in 1894 on Division street in Portland by Dr. Coe and in 1898 were removed to their present location, which is largely ideal,—thirty acres of ground secured high on Mount Tabor Heights at the edge of the city with pure country air and beautiful surroundings. They are devoted chiefly to the treatment of nervous diseases. The sanitariums are composed of a group of twenty separate buildings, five of which are known as the main buildings and contain from seventeen to thirty-seven rooms each. The other buildings are mostly small private cottages for isolation cases. In addition to his work in connection with the Crystal Springs and Mount Tabor Sanitariums, Dr. Gillespie has charge of the Morning-side Asylum situated near by. This asylum, which belongs to the United States government, is used for the care of insane patients from Alaska. Under the direction of Dr. Gillespie are seventy-four employes and in planning their work and managing the institutions he displays notable business sagacity and ability as well as remarkable professional skill.

Dr. Gillespie was married in 1875 to Miss Philomena Gratton, a daughter of Felix Gratton, an early pioneer of French Prairie, Oregon, of Canadian birth. The Doctor and his wife have two children: Pearl A., the wife of C. R. Watson, of Portland; and Lucia A., the wife of Dr. Joseph A. Applewhite, who is first assistant to Dr. Gillespie. Dr. Applewhite is a graduate of Millsaps College, Mississippi, and of Oregon University, in which he pursued his medical course.

Dr. Gillespie is very prominent in Masonry. He belongs to Washington Lodge, No. 6, F. & A. M. He holds membership in Oregon Consistory, No. 1, and with Al Kader Temple of the Mystic Shrine. He is likewise connected with Portland lodge of Elks and with the Episcopal church. His interests are broad and make him a valued citizen, for his support is given to various measures calculated to benefit and upbuild the community. However, his profession claims the greater part of his time and in his chosen calling he has made continuous advancement owing to his wide reading, his thorough experience and his con-

nection with the different medical societies. He belongs to the Portland Medical Society, the Multnomah County Medical Society, the Oregon State Medical Association, the American Medical Association, the American Psychological Society and the National Association for the Study of Epileptics. The work that he has done and is doing is of distinct value to Portland and her citizens and the years have established his right to rank with those men whose work is a credit and honor to the profession.

BENJAMIN F. SNUFFIN.

When Oregon was an "Indian country," long before the hostility of the savages had ceased to be manifest against the invasion of the white settlers, Benjamin F. Snuffin became a resident of this state and to the time of his death was connected with the development and substantial growth of Oregon.

His birth occurred March 4, 1830, upon a little farm in the midst of the undeveloped forest region of Champaign county, Ohio. His parents were Joseph and Martha Snuffin, who came of Quaker ancestry and were numbered among the pioneer settlers of that part of Ohio in which their son Benjamin was born. The public-school system had not been inaugurated in this district and the boy attended a school conducted on the subscription plan, the little "temple of learning" being built of logs. The course of instruction was limited and his opportunity for attending was often curtailed by the necessity of assisting his father in the development of the home farm. He remained under the parental roof until eighteen years of age and when he left Ohio took up his abode in Andrews county, Missouri, where he remained until the spring of 1851. He was there employed at farm labor for a brief period but the gold discovery proved to him an alluring field and he joined a wagon train of twenty wagons each drawn by three or four oxen. As they slowly wended their way over prairie, plain and mountain to the west they encountered hardships and difficulties, such as only a vivid imagination can portray to the traveler of the present day who speeds over the country in a Pullman car. Six months had been checked off on the calendar ere the party reached their destination. Mr. Snuffin at once engaged in mining and prospecting on Rogue river but seven months convinced him that wealth was not to be obtained so easily as he had hoped and anticipated. He therefore turned his attention to the operation of a sawmill on the Clackamas river and devoted fifteen years to that business. At length he disposed of the mill in 1872 in order that he might go to Mendocino county, California, and investigate the prospects there. He was not pleased with the outlook, however, and returned to Mount Tabor, Oregon. He then purchased forty acres of partially timbered land and devoted the ensuing four years to its cultivation and improvement. Later removed to East Portland, where he followed teaming for three years after which he purchased eight acres and took up the business of raising fruit. In this he was so successful that he invested more and more largely in city realty and in country property, becoming owner of the Stephens addition and five residences, together with other property, which in course of years, brought him to a position among the men of affluence in Portland.

In 1862 Mr. Snuffin was united in marriage to Miss Mary E. Pierce, who was born in Benton county, Iowa, a daughter of Franklin and Matilda (Hollenbeck) Pierce. Her father was a farmer and miller, who in 1852 started for the plains with ox teams, bringing his family to Oregon, where he arrived on the 1st of November, after traveling for six months over prairie and arid plain and through the mountain passes until the valleys of the Pacific slope were reached. The family remained in Portland through the following winter and as times were very hard the children sold pies which the mother made and split and sold pitch wood in order to meet the necessary expenses. In the spring Mr. Pierce took up a donation claim on Clackamas river in Clackamas county, now

Estacada, securing three hundred and twenty acres of rich land, on which he built a long house. There were no improvements upon the place, however, when it came into his possession and much timber had to be cleared away before the fields could be cultivated. There were at that time three children in the family and four others were added to the household while they occupied the farm. Sarah, the eldest of the family, is the widow of John Palmateer. Mary E. is the widow of Mr. Snuffin. Eliza is the deceased wife of Oren Price. Martha J. married Robert Bruce, who has passed away. Maria J., twin sister of Martha, became the wife of William Livermore but is now deceased. The sixth member of the family died in infancy, and Margaret, the youngest, became the wife of James Barger. The father lived upon the old home place until a few years prior to his death, when he purchased property in Portland at the corner of Eleventh and Stephens streets and retired from active business. There both he and his wife spent their remaining days in well earned rest. She was a most active and devoted member of the Methodist church for more than a half century. The second daughter, Mary E., was but a young girl when she accompanied her parents to Oregon and here on the 18th of January, 1862, she gave her hand in marriage to Benjamin F. Snuffin. Their union was blessed with seven children. Martha became the wife of Henry Odell and died at the age of twenty-four years, leaving three children: Nellie M., the wife of John Crook; Luella S., the wife of Felix Dell Snyder; and David B. William A., the second of the family, is in California. Franklin O., who married Emma L. Ginty, is living in Lynn Park, Oregon. Walter P., who wedded Catherine M. Palmateer, resides at Estacada, Oregon. James E. is at home. John Fred, of Portland, married Cora A. Adams and has three children, Alma E., Benjamin and Mary E. Sadie E., the youngest of the family, is the wife of Albert Collins.

The death of Mr. Snuffin occurred October 22, 1904, and his grave was made in Lone Fir cemetery. He was always an earnest republican and took an active interest in the success and growth of his party. In pioneer days he proved his courage by active service in the Indian war in 1856 and was wounded while on duty. He maintained a deep interest in the upbuilding and welfare of his adopted county and state and was a man in whose business integrity unquestioned confidence was placed. The period of his residence here covered fifty-three years and as he watched the development of Oregon from a largely unsettled wilderness into one of the populous, prosperous and growing states of the northwest he felt great pride in what was accomplished and the district became very dear to him. It was not only his home but he had also been identified with its progress and upbuilding and the events which were to others matters of history were to him matters of observation or personal experience.

CHARLES F. ADAMS.

Charles F. Adams, connected with the Savings Security & Trust Company of Portland since its organization, has been its president and first executive official since 1903. A native of Baltimore, Maryland, he was born March 8, 1862, unto Orson and Annie L. (Fisher) Adams. Liberal educational advantages were provided him. After completing a preparatory course in the Phillips Exeter Academy, Exeter, New Hampshire, he entered Yale and was graduated with the class of 1881 as a civil engineer. In 1883 he came to the coast and was clerk in the land office at Walla Walla until 1885 when he entered the First National Bank of Colfax, Washington, as cashier. Coming to Portland, he aided in the organization of the Security Savings & Trust Company, of which he continued as cashier until the death of H. W. Corbett in 1903 when he became president.

Mr. Adams was married in 1901 to Mary C. Eichbaum, the daughter of Fred Eichbaum. They have two children, C. F., and Ann, aged respectively five and three years. Mr. Adams is a well known advocate of republican principles and is a thirty-second degree Mason of the Scottish Rite.

CAPTAIN JOHN H. WOLFE.

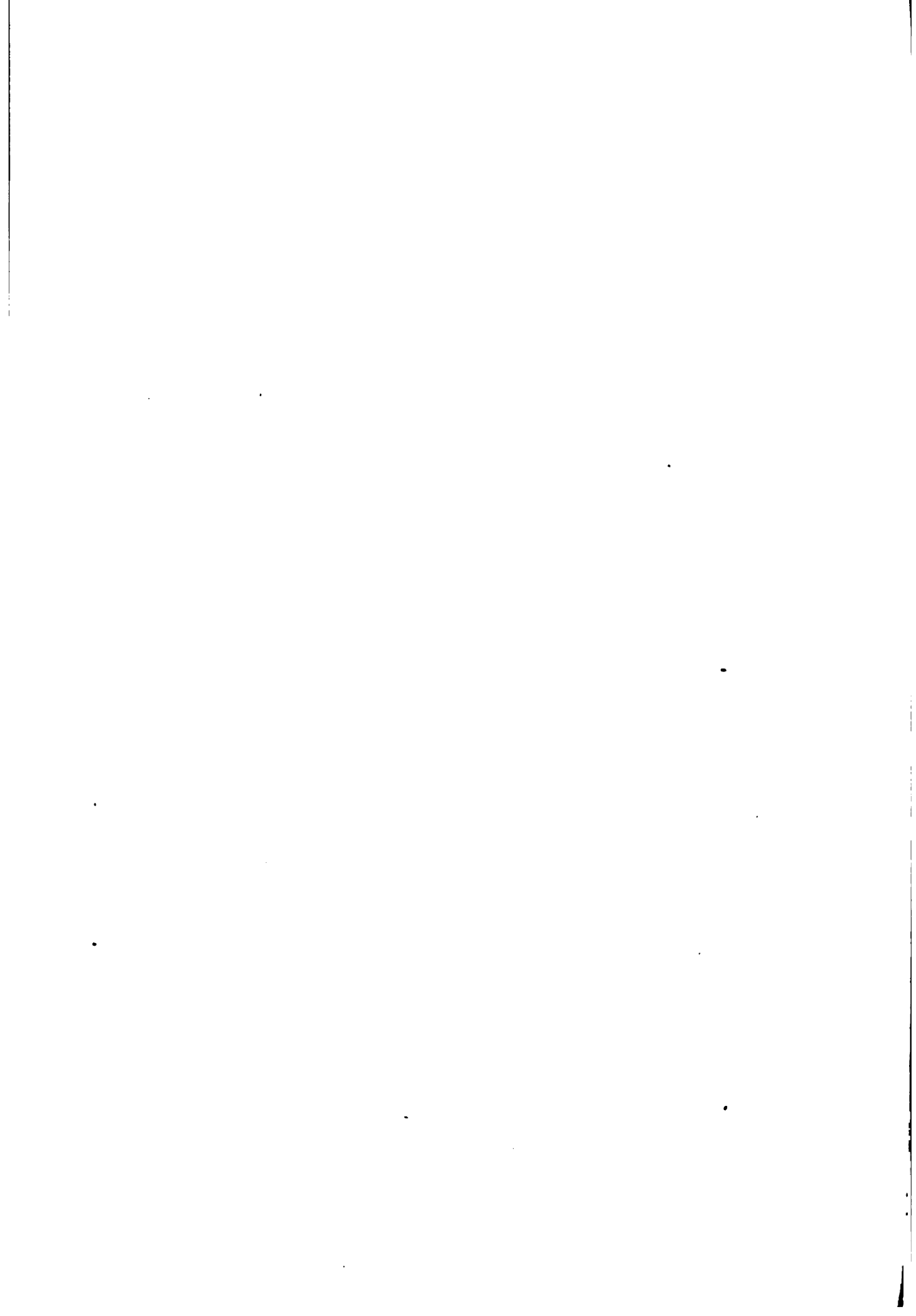
In the period when Portland's formative history was in the making, when men of determination as well as of enterprise were planning the policy of the city's growth and development, Captain John H. Wolfe came to Oregon and was for years thereafter one of the best known and perhaps without exception the most prominent of the river captains who in controlling navigation on the Columbia did so much to advance the growth of this section of the country.

A native of Germany, he was born in 1824 and was therefore but twenty-eight years of age when he arrived in Oregon as a passenger on the schooner *Emhous* in 1852. Leaving that vessel soon after his arrival, he commenced steamboating on the old *Multnomah* with Captain Richard Hoyt, Sr. Quick to learn and a general favorite with every one, the young man was soon advanced, his ability and fidelity winning him successive promotions until he became captain of the *Belle*. From time to time larger responsibilities were given into his keeping as he rose steadily in the service until he was in command of the best steamers owned by the Oregon Steam Navigation Company. At various times during his long career he handled successfully every steamer belonging to that corporation with the exception of the Willamette river boats. A contemporary biographer has said of him: "Captain Wolfe was a thorough steamboat man in every respect and no night was too dark and no fog too thick to baffle his skill." He continued in active service until a few weeks prior to his death, and had completed a third of a century's service on river steamboats at the time of his retirement. He passed away in Portland, October 14, 1885, and in the Evening Telegram of the following day there appeared an article from the pen of T. B. Merry as follows:

"The loss of a pioneer like Captain John H. Wolfe is no ordinary bereavement; and while the grief of personal friends like myself is selfish compared with that of his stricken family, yet a few words may not be altogether amiss at this moment. Captain Wolfe's services to the Oregon Steam Navigation Company and their successors in law mark a period of thirty-two years of the most prosperous steamboating ever done on this coast, and much of its success depended upon the sobriety, courage and reliability of employes. No man in their employ ever possessed these three requisites in a higher degree than Captain Wolfe. A man of limited advantages in earlier life, contact with the great world had given him a polish which united reality with an innate dignity which was the outgrowth of his candid and manly nature. No commander ever had a finer sense of justice nor maintained a better degree of discipline; and while his austere nature brooked no familiarity on the part of his subordinate officers, yet he maintained over them such an ascendancy by treating them with the greatest urbanity as led them to regard him as an elder brother. No one but a man who had served under him could accurately judge of his qualifications as a pilot. Up to the time I went to work on the same boat with him I knew him as a neat handler of boats and especially good in heavily loaded trips when it required fine judgment in landing. But after I got alongside of him I began to see the work in which he surpassed all his contemporaries—close work in a dense fog. Just below Vancouver there is a very crooked channel in low water and another just like it just below Fisher's Landing. In October and November these channels seldom exceed nine feet of water and if a boat heavily loaded were to once get outside of them, she would require some costly literage before she could be



JOHN H. WOLFE



gotten off. I have stood beside him of a foggy morning, many a time when he could not get close enough to either bank to get a point of departure, and how he got through there with big boats like the Wild West and Reed, with only once grounding in the seventeen years that I knew him, is one of the mysteries that he carried away with him when he rang his 'quitting bell' on earth and passed into the presence of Him who commands the universe. Now I wish to suggest that, if it can be possibly arranged, the funeral of this worthy man and exemplary officer may be deferred till Sunday next, as there are on that day twice as many steamboat men in the city as on any other day of the week. And there are a few who could not spare the time except on Sunday who would like to be enabled to pay their parting tribute of respect to one who, through storm and darkness for nearly forty years watched in patient silence, that others might sleep in peace."

The memory of Captain Wolfe is enshrined in the hearts of many who knew him. Those who came in contact with him—and these included thousands of Portland people and visitors to this section of the country—found him ever a genial, kind-hearted gentleman, always courteous and obliging. It may well be said of him that he was never too busy to be courteous or too courteous to be busy. Duty to his ship and the company which he represented was ever a pre-eminent characteristic in his life and yet when the exigencies of the moment did not demand his absolutely undivided attention to his ship, the passengers found him ever willing to reply to their querries or promote their comfort in any way possible. His life experiences made him a broadminded man and one for whom his friends—and they were many—entertained the strongest affection and highest regard. He passed away on the 14th of October, 1885.

Captain Wolfe was married in Portland in July, 1857, to Philipina Saling, who died in December, 1897, and to them were born four children: Sophie, now the wife of John Klosterman; a son who died at the age of fifteen months; Clara E., who died in 1897; and Mary C., the wife of F. J. Alex Mayer.

ALLEN FRANCIS.

The Francis family, now represented in Portland by Mrs. Walter E. Dyer, a daughter of him whose name introduces this review, has since the middle portion of the nineteenth century been connected with the history of this city and the northwest. The ancestral record brings us "from eastern rock to sunset wave." Connecticut was the original American home of the family, representatives of the name residing there as early as 1632. At a later period their descendants were prominent in the middle west as residents of Springfield, Illinois. Simeon Francis, Sr., was married May 24, 1793, in Connecticut, their native state, to Miss Mary A. Steele. They remained residents of New England until the death of Mrs. Francis on the 18th of September, 1822. Mr. Francis passed away September 7, 1823, and they were survived by a family of seven sons and two daughters, who assembled at the family homestead in Wethersfield, Connecticut, in the spring of 1829 and decided to sell their property in New England and seek homes in the west.

Of this family, Simeon Francis, Jr., was born in Wethersfield, May 14, 1796, and in early life learned the printer's trade in New Haven, Connecticut. Later he became junior partner of the firm of Clapp & Francis and engaged in newspaper publication at New London, Connecticut, in 1824. While there residing he was married. Soon afterward he disposed of his business interests in New London and removed to Buffalo, New York, where as a member of the firm of Lazwell & Francis he published the Buffalo Emporium. About that time the excitement concerning the disappearance of one Morgan, who is said to have exposed the secrets of Masonry, occurred. It was believed that the

Masons put an end to Morgan (which, however, was never proven) and great opposition to Masonry arose. Both Mr. Lazwell and Mr. Francis were Masons and at this period their business so declined that they were obliged to discontinue the publication of their paper in 1828. The middle west seemed to offer a more attractive field and in 1831 Simeon Francis and his wife removed to Springfield, Illinois, accompanied by Ann Douglas, a niece of Mrs. Francis, who in 1836 became the wife of Captain George Barrell and lived in Springfield. In 1840 President William Henry Harrison appointed Mr. Francis, Indian agent for Oregon, but after making the necessary preparations for the trip he resigned. He had previously been engaged in the publication of the State Journal of Springfield, Illinois, but, selling out his paper, turned his attention to merchandising. He was very prominent in the affairs of Springfield at that day and for several years was secretary of the State Agricultural Society. But the west called him and, disposing of his interests in Springfield in 1859, he came to Portland. Here he edited the Oregon Farmer and had large influence in promoting the agricultural development of the state not only through the columns of that paper but also as president of the Oregon State Agricultural Society. He was for one year connected with the Oregonian and in 1862 was appointed paymaster in the United States army, with residence at Vancouver, Washington, by President Lincoln, with whom he had been on terms of warm personal friendship during his residence in Springfield. He filled that office until 1870, when he was retired on half pay and returned to Portland, where his death occurred October 25, 1872.

Allen Francis, brother of Simeon Francis and father of Mrs. Dyer, was born in Wethersfield, Connecticut, April 12, 1815, and resided in St. Louis until the death of his brother Edwin in 1834, when he and two sisters removed to Springfield, Illinois. He there secured a position in the printing office of the State Journal and later became a partner in the ownership of that paper.

While a resident of Springfield, Mr. Francis was married on Christmas day of 1838 to Cecelia B. Duncan, a native of Glasgow, Scotland, and they became the parents of six children. Cecelia F. was married in Oregon to Herman Hofferkamp. Marietta was married in Vancouver, British Columbia, to David A. Edgar, of Staten Island, New York. Hulda G. first became the wife of Byron Z. Holmes and since his death has married Walter E. Dyer. Eliza E. is the wife of William F. Gillihan, of Portland. Allen Bunn, who was born in Springfield in 1849, came with his father to the Pacific coast. Later he was made agent for a fur company in San Francisco and was stationed at Fort Constantine, Alaska, where he never saw a white woman or heard his native language for more than eighteen months. Edwin H., the youngest of the family, went to Alaska soon after the purchase of that country by the United States, was appointed deputy collector at Sitka and clerk of the city council. About twenty years before his death, which occurred March 25, 1902, he entered the government service as Alaska pilot for the coast survey steamers and for four years prior to his death spent the winter months in the local office of the coast and geodetic survey with the exception of 1901, when he was detailed to go to the head office of the coast survey at Washington to aid in the compilation of the Coast Pilot, issued by the government. His work in this connection was especially valuable to the government and the officers of the survey fitly recognized his abilities.

During his residence in Springfield, Illinois, Allen Francis became a prominent factor in the public life of that city and for a number of years aided in shaping its municipal policy as a member of the city council. In October, 1861, President Lincoln appointed him consul to Victoria, British Columbia, and he left for that point in February, 1862. He filled the position until 1871, when he resigned and with his sons engaged in fur trading with the Indians on the north Pacific coast. On the 21st of July, 1877, he was again commissioned consul

to Victoria by President Hayes and on the 5th of May, 1884, he was commissioned by President Harrison to Port Stanley and St. Thomas, Ontario, Canada. He advised the purchase of Alaska by the government and it was from him that Secretary Seward gained most of the knowledge of Alaska and its resources, which eventually convinced him of the wisdom and necessity of purchasing that territory from Russia. In a correspondence extending over many months Mr. Francis gave the secretary all the information then obtainable regarding Alaska. It is said that President Lincoln advised Mr. Seward at the beginning to write to Mr. Francis regarding the proposed purchase before he fully determined what policy to pursue. Later, in 1869, when Secretary Seward visited the district he spent ten days at the Francis home at Victoria and left there for the north on the steamer Active of the government service. His son, Edwin H. Francis, who after the purchase had been made a deputy in the office of the collector of customs at Sitka, accompanied Secretary Seward on a trip all through the Indian country of Alaska and came to know him very well. He was a worthy representative of the interests of the government in the northwest, his understanding of the political situation, his ready tact and keen insight enabling him to do splendid diplomatic service.

ALBERTUS H. METCALF.

Albertus H. Metcalf who is engaged in the gravel business, owning an extensive pit on the Sandy road, was born July 5, 1858, in Denmark, Lewis county, New York. He was four years of age when his parents, Edward and Mary (Thorp) Metcalf removed to Jefferson county, New York, where the succeeding fourteen years of his life were passed. At the usual age he entered the public schools pursuing his early studies in the district schools near his father's home; while later he entered the Leland and Grey Seminary at Townsend, Vermont. Liberal educational advantages well qualified him for the practical and responsible duties which later came to him in his business life.

The year 1877 witnessed Mr. Metcalf's arrival in the northwest. He made his way to Walla Walla, Washington, influenced in his choice of destination by the fact that he had a brother living there. While there he engaged in plastering contracting for three years. He afterward worked in the wholesale grocery house of Plants & McKay, and later engaged in the general merchandising business at Milton, Umatilla county, Washington, as Metcalf & Plants for two years. He then engaged in the livery business for six months. In the year 1888 he came to Portland, where he established a transfer business under the name of The East Portland Transfer Company, in partnership with Albert Smith. They ran a bus line for two years at the end of which time the partnership was dissolved and Mr. Metcalf started in business alone. He was identified with transfer interests until he turned his attention to the gravel business, which now claims his undivided attention and energies. He has an extensive pit located on Sandy road, where he is taking out about twenty-five hundred cubic yards of gravel per month. He has built up a large business and his patronage is steadily increasing. His business affairs have been wisely and carefully conducted, bringing to him substantial success and, investing in real estate, he is now interested in platting the Merlow addition to Portland.

In November, 1883, Mr. Metcalf was married in Walla Walla to Miss Sarah Elam, a daughter of Jesse and Margaret (Kimball) Elam, who came from Texas to Oregon about 1867, and were, therefore, numbered among the early settlers of the state. Mr. and Mrs. Metcalf have become parents of four children: Edward Jesse; Cecil Elam; Hazel, the wife of Glenn C. Magoon; and Gladys. The family is prominent socially in Portland and the Metcalf home is a most hospitable one.

Mr. Metcalf is a prominent member of Multnomah Camp, No. 77 W. O. W., and also of the Willamette Motor Boat Club, which indicates one of his chief sources of recreation. In politics he is an independent republican, and while keeping well informed on the questions and issues of the day, he is more interested in business affairs than in politics, and his activities, therefore, center upon the conduct of his commercial interests.

JOHN BURKE.

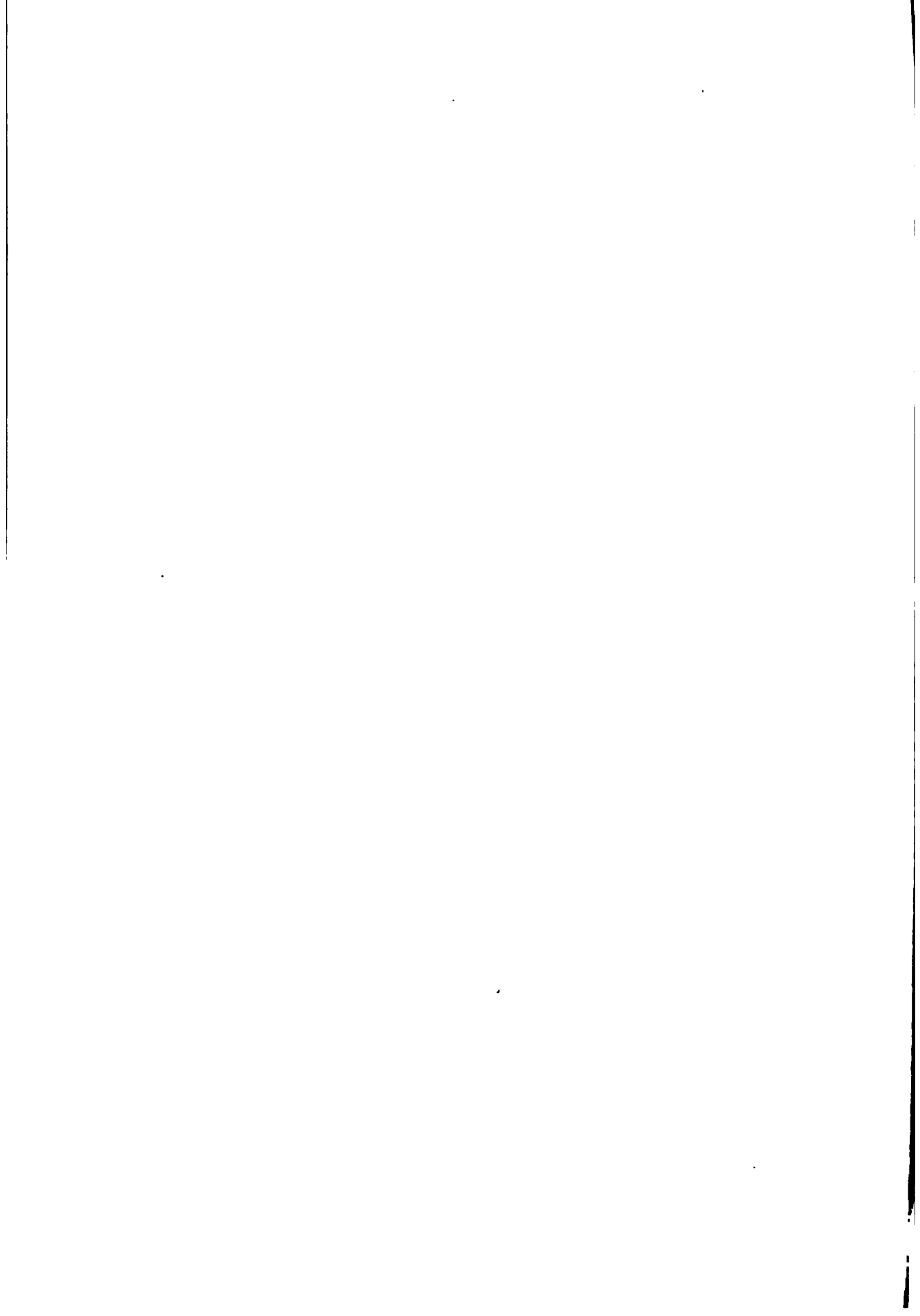
In the death of John Burke on the 7th of July, 1907, Portland recorded the passing of one more of her pioneer residents, for during fifty-four years he had lived almost continuously at the family home at No. 334 Salmon street. He came here as an infant in arms and in his boyhood was known to his playmates and people of older age as "Johnny." This name clung to him throughout all the ensuing years and was an indication of that close companionship which is at once the expression of long acquaintance and affection. It was in 1852 that his parents, Thomas and Mary Burke, of whom mention is made elsewhere in this volume, started across the plains for the Pacific coast, as passengers in one of the old time ox trains. They brought with them their infant son who was just six weeks old when they started, his birth having occurred in St. Louis, February 7, 1852, but he had completed his first half year ere they reached their destination, as it required six months to make the trip. When his father, after completing the last part of the journey from The Dalles down the Columbia river on a log raft, built a house where Seventh and Salmon streets now intersect, the baby was just a year old. On their first night in Portland the Burkes camped on the present site of the Odd Fellows Hall on First and Alder streets.

Portland was then a little town that had made but small progress along any business lines. John Burke began his education in a Catholic institution but later attended the public schools. At that time newspapers were few and John Burke became one of the first newsboys and did his first work by selling the Oregonian at twenty-five cents per copy. As the years passed he carefully saved his earnings and later learned the plumber's trade with the firm of Donnerberg & Barrett, while subsequently he became associated in business with Thomas Varwig, both in Astoria and Portland. Mr. Burke was one of the promoters of the old Jefferson street ferry that operated long before the plans of building the Madison street bridge were formulated. When Portland began to take on the proportions and activities of a metropolitan center Mr. Burke was one of the promoters of the East Portland water-works and in 1889 in connection with W. S. Chapman he began a contracting business under the name of the American Bridge & Contract Company.

For seven or eight years prior to his death, however, he devoted his time to the care of his roses, in the culture of which he was very enthusiastic. He could always be seen with a fresh bud in his buttonhole and he took genuine delight in supplying tourists with the flowers and in expatiating to visitors upon the attractiveness and advantages of this city. Mr. Burke was an active member of the old volunteer fire department and during nearly a score of years never failed to answer the alarm, lending his ready aid to the arduous and sometimes dangerous task of quenching the flames. When the paid department was organized he was given an exempt certificate, of which he was very proud. He enjoyed the memories of the old days and never tired of telling about the good old times spent with the volunteer department. For a number of years Mr. Burke was also connected with the theatrical business, and as advance agent for aggregations sent out by J. P. Howe and other theater managers during the early '80s, he became well known in all cities along the Pacific coast. He was an esteemed member of the Oregon Pioneer Association and never missed



JOHN BURKE



one of its annual reunions until prevented by ill health during the closing year of his life. His memory of early days and events was exceptionally good and he took great pleasure in talking over these events with his old time friends, and later arrivals always found his historical information to be correct.

He was of the Roman Catholic faith and when death claimed him his remains were interred in St. Mary's cemetery in the family plot. He knew no other home than Portland and although he made friends wherever he went his heart turned again to the city of his residence. It is said that "roses and the Rose City were the two things in which he most delighted." The tender sentiments in his nature which found expression in his love of flowers constituted an even balance to the strong, manly qualities which won him the admiration and regard of his fellowmen.

R. C. COFFEY, M. D.

Dr. R. C. Coffey, an eminent surgeon of the northwest who has followed his profession in Portland since March, 1900, having now well equipped offices in the Corbett building, is a graduate of the Kentucky School of Medicine of the class of 1892. A native of North Carolina, he is a representative of one of the old southern families. Determining upon the practice of medicine as a life work, in early manhood, he supplemented his literary course by study in the Kentucky School of Medicine at Louisville, and was graduated in 1892, after which he sought the opportunities of the northwest, locating for practice in Moscow, Idaho, where he remained for five years. He then removed to Colfax, Washington, where he spent two years and afterward came to Portland, where he has practiced through a decade, giving his attention exclusively to surgery. He is fast becoming a recognized authority on this subject. A master of the construction and functions of the component parts of the human body, of the changes induced in them by the onslaughts of disease, of the defects cast upon them as a legacy by progenitors, of the vital capacity remaining in them throughout all vicissitudes of existence, Dr. Coffey is well equipped for the onerous and responsible duties that devolve upon him as a surgeon and his work has received the endorsement not only of the general public but also of the profession.

He is an ex-president of the Idaho State Medical Society, an ex-secretary of the Washington State Medical Society and in 1908 was honored with election to the presidency of the Oregon State Medical Society. He is also a member of the Western Surgical Association and Southern Surgical Association, and thus keeps in close touch with the advancement that is being made by the profession as research and investigation broaden knowledge and bring to light the hitherto hidden truths of science.

Dr. Coffey married Miss Clarissa Ellen Coffey, and they have three children, Jay R., Wilson Boone and Robert Mayo. The Doctor belongs to the Benevolent and Protective Order of Elks and the Royal Arcanum. Of him it has been said "he is wise in human nature, wise in the laws of general science, wise in social amenities."

WILDER W. PARKER.

Wilder W. Parker was born in Washington, Vermont, October 19, 1824. He was the second son of Eben and Laura Flanders Parker, thrifty New Englanders who indelibly implanted in their children habits of industry, economy and love and loyalty to the commonwealth.

After gaining all the learning the village school—in winter sessions only—could give him, while at the same time, from seven years up, working regularly

on the paternal farm (he, at eight with a brother aged nine, planted, cultivated and harvested four hundred bushels of potatoes unaided, one summer), and teaching school to earn his way later, Mr. Parker left home to continue his education at Norwich University, Vermont. There was also a military school adjacent, at Dartmouth, at which he took a three years' course, in addition to his regular college studies. His father, though well-to-do, declining to provide for more than a district school education—which he considered sufficient—he and an elder brother worked their way through Norwich University, living on the very plainest fare, earning books, food, rent and clothing by sawing wood and literally "sleeping on a board" for three years, that being a part of the military training of those days. At the end of the course, there being no war in even remote prospect, Mr. Parker decided not to continue in the military profession, and as he was tendered an excellent position as a civil engineer (a branch in which he excelled) in the copper mines of Lake Superior, he accepted it, and spent the two following years in Northern Michigan, where, according to his record (and he was an expert accountant), thirty-six feet of snow fell in one winter. Of course, it did not all lie on the ground at one time, but he kept the record on the trunk of a tree, as it alternately melted or fell. Returning to New England in 1846 the western fever seized him, and at the age of twenty-four years, he engaged passage at New York on the "Panama," the first steamer that ever went from the Atlantic side around Cape Horn to the Pacific Coast, arriving in San Francisco in October, 1848, the same month of the same year in which his then unknown future wife arrived in Oregon.

On landing at San Francisco, then but a village of tents on a sandy beach, though there were already five thousand inhabitants—all having arrived since the discovery of gold in California but two months previous—he rolled out of the hold of the steamship his only possession in the world (beside a small trunk of clothing), a half barrel of hardware, consisting of knives, saws, hammers, shovels, axes, frying pans and like useful articles in a new country, in which, with true Yankee foresight, he had invested his last fifty dollars, after securing his steamer ticket. (By the way, the "Panama" had but two passengers booked when she left New York, but after she rounded the Horn, men crowded aboard all the way up the coast, having just heard of the gold discovery, till she was crowded almost to suffocation on reaching San Francisco.) These articles of hardware Mr. Parker "auctioned" off on the beach, realizing from the sale over six hundred dollars.

With this capital he engaged in hotel keeping; his first hotel being all of cloth excepting the necessary wooden corner supports. Men thronged from all quarters to the mines, and his business (for so small a capital) was immense. He paid his cook six hundred dollars per month, and his baker four hundred dollars. "Saleratus" was sixteen dollars per pound, and other foods correspondingly high, yet in one year he had cleared twenty thousand dollars. This he put into a better hotel, and soon after lost it all in one night by fire, save one thousand dollars in the bank. Mr. Parker was one of that famous "vigilance" committee, organized by the law-abiding citizens, in the absence of legally authorized courts, to deal with criminals and stamp out crime, which was becoming rampant. After a few murderous thieves and thugs were summarily strung up to the lamp post nearest the locality of the crimes by this committee, law, order and comparative safety were restored. He was also later a member of the first common council of San Francisco, under Mayor Selby.

And now, at the age of twenty-eight, Mr. Parker sailed on a coasting vessel for Astoria to engage in the lumber business. Here he cast in his lot, and remained, indentifying himself with, and laboring for, the best interests of his chosen home city up to his death, forty-seven years later. He was always public spirited, giving much time and thought to the welfare of his city, state and indeed that of his whole country. He was active in establishing and supporting

schools, libraries, churches and all movements for the public benefit. He served as a member of the Oregon legislature, as mayor and postmaster of Astoria, and was twelve years deputy collector at that post; serving so ably in that capacity that after holding the position four years under the collector who first appointed him, he was retained eight more years by the two succeeding collectors.

He was mainly instrumental in securing the splendid system of waterworks of which Astoria is so justly proud, and his name is carved on the stone building at the entrance of the great city reservoir, in recognition by his fellow citizens of his long, arduous and gratuitous efforts on this behalf. He was married in July, 1863, to Inez E. Adams, daughter of Hon. W. L. Adams, then collector of customs at Astoria. No children were born of this union, but their adopted daughter Harriet Stafford (nee Duming) has been to them all an own child could possibly be.

Mr. Parker was a staunch believer in equal rights, and he put these views in full practice in his home, thus showing himself possessed, of, at least one fine attribute of the ideal husband.

He was even tempered and genial in his home, as well as public life; was also temperate and pure in his daily life, using neither tobacco nor intoxicants, and even avoiding all highly seasoned foods.

Though not a citizen of Portland, he fully recognized her commercial importance and foresaw her great future, sometimes remarking that he had missed it in not settling there on his first arrival in Oregon. The older Portland pioneers and prominent citizens of the city were his personal friends, and he took great pride in her development, considering himself a citizen of the whole state, the interests of which he helped so materially to upbuild.

Mr. Parker died at his home in Astoria, January 9, 1899. His widow survives him at this date.

He deserves to be remembered as a worthy pioneer in the founding of the great and beautiful commonwealth of Oregon.

JOHN MAIR.

John Mair, now living retired in Portland, was born in Montreal, Canada, July 16, 1843. His parents were Alexander and Elizabeth (Levitt) Mair, the former of Scotch descent and the latter of English lineage. The father was a machinist and followed that pursuit in Canada until his death. His wife also died in that country.

John Mair attended school at Kingston, Ontario, and later had the benefit of instruction in Queens College and also in a boarding school. His first work was on a farm and thus he was employed for one year. He then began learning the machinist's trade in Kingston in a shop devoted to the repair of ship machinery. He served an apprenticeship of four and a half years, during which period he gained comprehensive and expert knowledge of the business, possessing considerable natural ability in that direction. He afterward went to New York city where he worked for six years, and at the end of that time established himself on the Pacific coast, going first to San Francisco, where he remained for about six months. He obtained a position in a shop there but a strike occurred and he then went up into the Redwoods, securing a position to operate a sawmill. He remained, however, for only a brief period and in November, 1869, came to Portland, where he had relatives living. Here he secured work independently when he and several of the Honeyman family leased the Snyder foundry, which they operated for a short time, but they did not find this a paying investment, as there was not much work of this character to be done in Portland at that day. Mr. Mair then secured a position as machinist in the

Oregon Iron Works, being connected with that company until 1873, when he went to the Willamette Iron Works where his ability won him promotion to the position of foreman, after he had been associated with the company for only six months. A few years later he was promoted to the superintendency and was thus in actual charge of the practical workings of the plant until he resigned about 1901. Since that time he has largely lived retired, although he has worked to a limited extent at his trade and inspected lumber for the government for a few years.

On the 31st of December, 1877, Mr. Mair was united in marriage to Miss Harriet L. Gates, a daughter of John Gates, who is mentioned elsewhere in this volume. They became parents of two children: George, who married Cora Franklin, and is living in Portland; and Edith, at home. Mr. Mair resided on Eleventh between Jefferson and Columbia streets for about thirty-two years, but in November, 1909, erected a fine residence on East Couch street, where he now makes his home.

He belongs to Samaritan Lodge, No. 2, I. O. O. F., and his high standing among the brothers of the fraternity and the warm regard entertained for him is indicated by the fact that they have elected him to fill all of the different chairs in the order. He may truly be called a self-made man. His has been an active life, marked by steady advancement from the day when he began to earn his livelihood as a farm hand. He has never depended upon speculation, influence or outside aid to secure him promotion, but has placed his dependence upon earnest effort and in America, where "labor is king," has made substantial progress through his industry and determination, being now in a financial position that enables him to live retired.

OWEN MULLIGAN.

Owen Mulligan, eighty-three years of age, is living retired. In the sunset period of life there has come to him opportunity for rest from labor, which so largely occupied his time through many years of his life. It is fitting that his long period of industry should be crowned with repose and that the regard and esteem of his fellowmen should be freely given him, for his record has at all times been an honorable and upright one. He was born in Ireland on the 8th of November, 1827, and there remained through the first nineteen years of his life, acquiring his education in the public schools and receiving also practical training that resulted in habits of industry, perseverance and determination. He then came to America and for four years was a resident of Boston, during which time he was employed as a gardener. In 1854 he arrived in California, making his way to the mines of Tuolumne county, where he remained for five years. On the expiration of that period he went to San Francisco, where he worked for six years and in 1868 came to Vancouver, since which time he has been identified with the agricultural development of this section of the country. He first purchased three hundred and twenty acres of land on the Fourth Plain road about three and a half miles from Vancouver, after which he began clearing the place, fencing the fields and adding modern improvements and equipments. The tract was known as the old Hudson Bay farm and he continued its cultivation until 1885, when he purchased two hundred and forty acres of bottom land near the Columbia river. He afterward bought another tract of two hundred and eleven acres near Vancouver but occupied the river farm until 1904. He sold twenty acres of the ranch on the Fourth Plain road and gave the remainder to his son, Thomas Mulligan, who now owns and cultivates it. Mr. Mulligan rents his river ranch and the one near Vancouver, also another that he owns on Vancouver Lake, comprising two hundred and seventy-three acres. The last is operated by his son Hugh. The father is living retired and his rest is

certainly well merited, for his has been an active and useful life. When determination, perseverance and industry are arrayed against obstacles, poverty and trials the result is almost absolutely certain, for the former qualities are invincible—they know no defeat. It has been through the possession of those qualities that Mr. Mulligan has worked his way upward, reaching a position of creditable affluence.

In 1864 Mr. Mulligan was united in marriage to Miss Susan Daugherty, a native of Ireland, who was then residing in San Francisco. They have become the parents of seven children, of whom six are now living, namely: Thomas, Hugh and Owen, Jr., all of whom are residents of Vancouver; Susan, living in Portland; Nellie, the wife of a Mr. McGee, of Tacoma, Washington; and Joseph, who makes his home in Vancouver.

Mr. Mulligan is a member of the Catholic church. He lives with his son at No. 814 Columbia street in Vancouver and he also owns considerable other property in the town, including two business blocks and fourteen residences, which he rents. He is a stockholder in the United States National Bank of Vancouver. That he is a man of excellent business ability and sound judgment is shown in the judicious investments which he has made as the years have gone by, becoming thus the owner of extensive realty holdings, including both city and farm property. He has never had occasion to regret his determination to come to America, for he has here found the opportunities which he sought and which are always open to ambitious, determined young men. His life may well serve as a source of inspiration and an example to others who are forced to start out as he did—empty handed.

WILHELM E. NOA.

Wilhelm E. Noa is the owner of an excellent property of seventy-four acres near Vancouver and has established a good reputation as an orchardist as well as a general farmer and mechanic. He was born in Helford, Germany, in 1858 and spent his youthful days there. In early life he learned the blacksmith's trade and worked in shops in that locality. He afterward followed the sea for six years, during which period he visited all parts of the world, gaining a comprehensive knowledge of different lands and their peoples. As he thus went from place to place he heard much concerning America and its opportunities and this led him to determine to try his fortune in the United States, where he arrived in 1881. He located first near Toledo, Ohio, where he worked upon a farm for a year, after which he made his way to Nebraska, where his father was living. He spent two years in that state and subsequently went to Colorado, where he engaged in mining and also followed tool sharpening for three years.

The expiration of that period saw his arrival in Portland, where he worked at his trade for two months, after which he came to Clarke county, where he has since lived. He expected to obtain work in a quarry as a tool sharpener but not finding employment in that line, he turned his attention to farming and in 1892 purchased fourteen acres of land from Joseph Cordes. This he cleared, built his home thereon and has since continued the cultivation of the fields. He also purchased, with Robert Livingstone, of Portland, about sixty acres adjoining his original tract. He now has twenty acres planted to orchards and twenty acres in grain, while the remainder is covered with timber. He has also conducted a blacksmith shop since locating on this place and still works at his trade in the shop which he has built here. He helped set out most of the orchards in this vicinity and his labors have thereby been a factor in the substantial development and material improvement of this section.

In 1887 Mr. Noa was united in marriage to Miss Otille Bayor, a native of Germany, and they now have one child, Martha, the wife of Elmer Bennet, of

Vancouver. Mr. Noa belongs to the United Artisans at Fisher's Landing. He has comparatively little time for fraternal and social interests, however, for his attention is demanded by his agricultural and horticultural interests and his close application and careful management are making his farm profitable.

LOUIS JAGGAR.

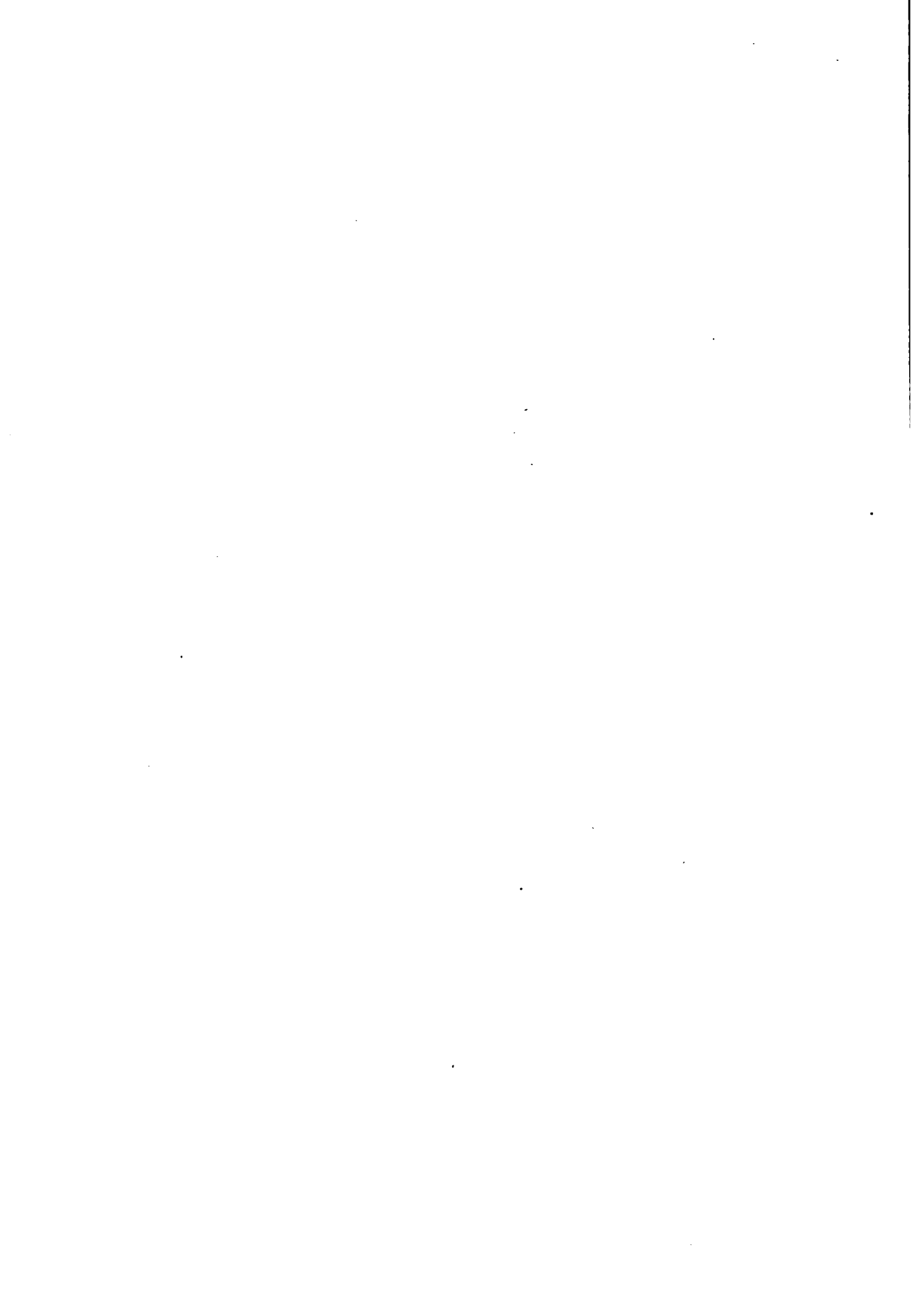
Louis Jagggar, deceased, was a representative of one of the old and prominent pioneer families of the Willamette valley. He was born at New Brighton, Pennsylvania, December 22, 1852, a son of Benjamin and Anna W. (Rigley) Jagggar, of whom mention is made elsewhere in this work. The father died in 1905 but the mother is still living at the age of seventy-nine years, her home being in Oregon City.

Louis Jagggar was the eldest of four children and was less than a year old when his parents removed to Bentonsport, Iowa. He was a lad of seven years when the family home was established at Liberty, Missouri, and there he pursued his education through a period of six years. In 1865 the family returned to the east and he continued his education in Philadelphia, Pennsylvania, for about a year, when he accompanied his parents to New Lisbon, Ohio. He was a young man of about twenty years at the time the family came to Oregon and took up their abode upon a farm six miles east of Oregon City, which the father secured. He earned his first wages by driving a delivery wagon for a store and later on worked on a truck farm, his father owning a small tract of land. Subsequently he took up the study of bookkeeping, and after the emigration to the northwest he entered the employ of Jacob Brothers, proprietors of a large woolen factory at Oregon City. Afterward his father purchased a business block in Oregon City and Louis Jagggar there opened a grocery store, which he conducted successfully until about 1883, when he came to Portland. He continued a resident of the Rose City until his death, and for a few years after his arrival here was employed as bookkeeper by Henry Everding. Ambitious to engage in business on his own account, he opened a commission house on Front street and continued in that line up to the time of his demise, becoming one of the successful, enterprising and progressive commission merchants of the city.

On the 22d of March, 1879, in Oregon City, Mr. Jagggar was united in marriage to Miss Mary E. Howell, who was born near Oregon City and is a daughter of Joseph and Mary Virginia Howell, who were pioneer settlers of this state. Unto Mr. and Mrs. Jagggar were born six children: Benjamin J., now of Portland; Samuel who married Minnie Newberg and has one child, Erving; Myrtle the wife of C. R. Fones and the mother of one son, Robert; Bessie the wife of Elmer Maxin and the mother of one daughter, Lucille; Henry, at home; and Mary E., deceased. The family residence is at No. 574 East Couch street in Portland. The death of the husband and father occurred July 11, 1910, and in his demise Portland lost a representative business man and loyal citizen, his associates a faithful friend and his family a devoted husband and father.

REV. THOMAS M. RAMSDELL.

Rev. Thomas M. Ramsdell, who for long years was connected with the active work of the Methodist ministry but is now living retired in Portland, came to Oregon in 1844 and in 1848 took his place among those whose public utterances were factors in the moral development and progress of the northwest. He was born in Rutland, Vermont, October 17, 1821, a son of Thomas Manley and Cynthia (Crary) Ramsdell, both of whom were of Scotch descent: The father

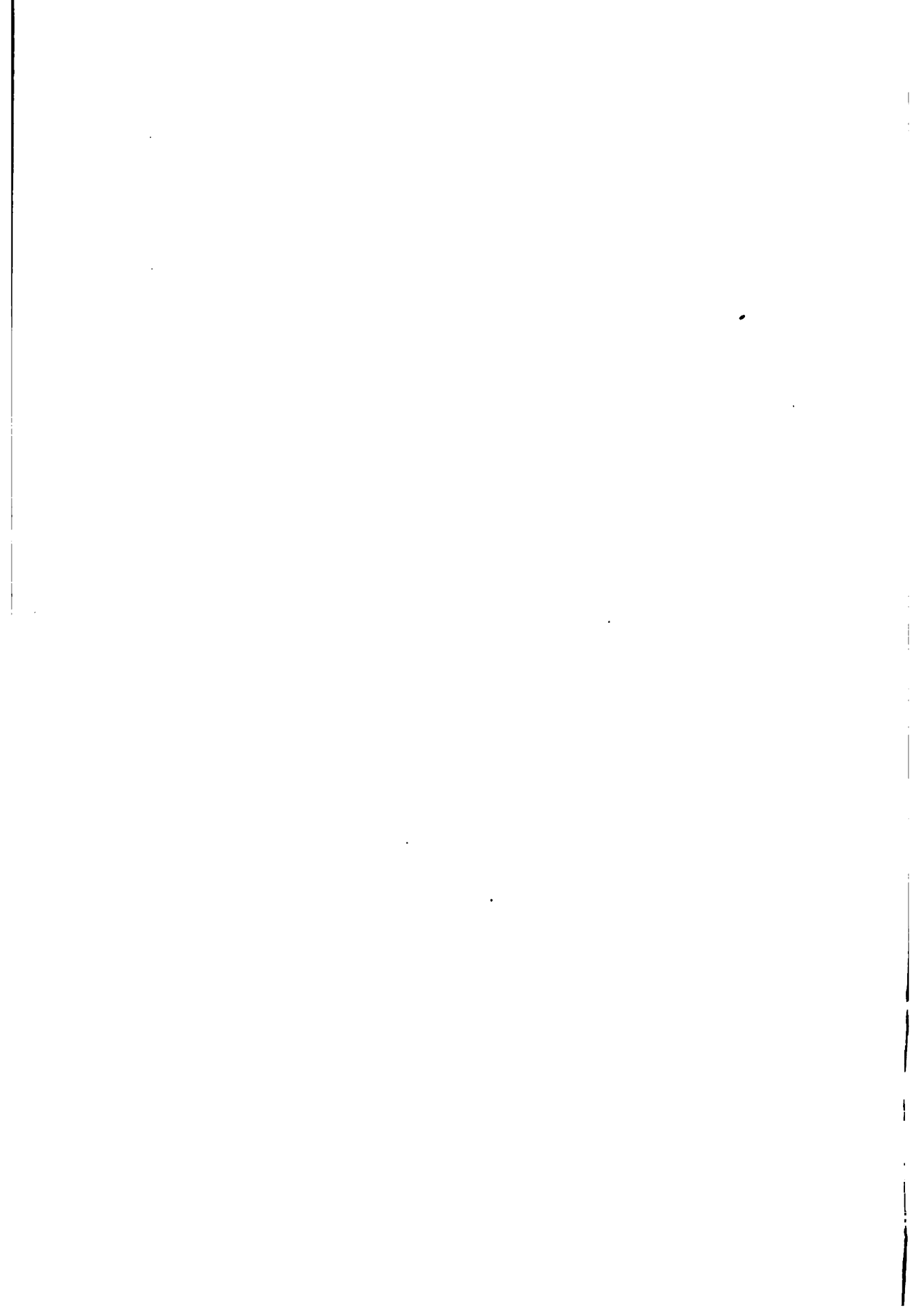




LOUIS JAGGAR



MARY E. JAGGAR



was a carpenter by trade and served as colonel of one of the regiments which advocated the revolutionary cause of the Canadian government in 1838-9. Both he and his wife died in the east at an advanced age. They were representatives of old American families and it was the father's belief in political liberty that prompted him to aid the Canadians in their attempt to secure independence.

Thomas M. Ramsdell is the eldest of four children and the only one now living. He pursued his education in the schools of Potsdam, New York, and when about fourteen years of age went to Ohio with his grandparents. He afterward became a student in the Granville College, a Baptist institution of that place, but his health failed before his class was graduated and, hoping to benefit by the climate, he went to Missouri. For a year he remained in that state but did not like the location and therefore joined a company starting for Oregon in 1844. He made the long journey across the plains with ox teams, being with the first train to leave St. Joe, Missouri, in the spring of that year. The train consisted of one hundred and fifty wagons, and while en route they did not see a white settlement until they arrived in the Willamette valley. It required between six and seven months to make the trip and they had a little trouble with the Indians, but this was scarcely more than a momentary annoyance. Mr. Ramsdell and three companions made their way down the Columbia river valley, driving cattle while others of the party proceeded down by boat. They then went to the Tualatin plains where Jacob Hoover, one of Mr. Ramsdell's companions, settled. From that point Mr. Ramsdell proceeded to French prairie, where he spent the winter, and during that time built a barn for Mr. Lavie, this being the first "Yankee" barn in Oregon. He afterward proceeded to the Methodist mission at Salem, Oregon, and while there joined the first military organization on the Pacific coast, called the Oregon Rangers. With that command he participated in an engagement with the Indians six miles south of Salem at what is now known as Battle Creek. His company was broken up during the Cayuse war of 1847-48, Captain Bennett being killed in battle. Mr. Ramsdell did not participate in that engagement, however, for he had just been married and was absent from the company. Later he was elected justice of the peace on the Santiam river near Jefferson, being the democratic candidate for the position, which he held for about two years. He next settled near Jefferson, and in 1848 was nominated for the legislature, but as he desired to enter the ministry he declined the candidacy. In 1849 he went to California during the gold excitement and followed mining for about six months, after which he speculated in town property at Santa Clara, where he was located in 1850.

In that year Mr. Ramsdell returned to Oregon and again established his home at Jefferson, entering a tract of land across the river. About 1854 he removed to Salem, where he engaged in preaching, but soon afterward was sent to the west side of the Willamette valley to a settlement called Gillem. It was a part of the circuit near Dallas, and at that point Mr. Ramsdell remained until 1862. He then went east of the mountains to work at the carpenter's trade, being employed as boss carpenter by the Oregon Steam Navigation Company until 1866. In that year he located at Yaquina, where he followed carpentering and also engaged in preaching, for the settlement was too small to pay the salary of a minister for the full time. He continued to preach until about 1883, during which time he labored in behalf of the church in different localities, but always in the vicinity of Jefferson. He then retired from the active work of the ministry. In 1894 his wife died and he has since made his home with his children.

It was on the 28th of July, 1847, that Mr. Ramsdell was married to Miss Lorella Colwell, who was born in Botetourt county, Virginia, October 16, 1829, and passed away on the 21st of October, 1894, her grave being made in the Jefferson cemetery. In their family were twelve children. Mary E. became

the wife of Cyrus Dixon, of Corvallis, Oregon, and they have two children: Cyrus, who married Laura Colwell; and Lulu, the wife of Frank Knight, by whom she has two children, Herbert and Edna. David Ramsdell, the second member of the family, now living in Elk City, Oregon, married Clarinda Kibbey, and they have six children: Clarence, of Portland, who married Maggie Hoffman and has two sons, Roy and George; Mrs. Aurelia King, who has one son; John, who married Vernie Parks and has one child; Audrey; Arthur and Frank. Margaret, the third member of the family, became the wife of Cyrus E. Carr and died, leaving four children: Mrs. Lillie Crutchfield, who has three children, Vera, Mamie and Josephine; Myrtle, who is the wife of Robert Burch and has five children—Clara, Lois, Margaret, Jamie and Roberta; Mrs. Gertrude VanVoriss; and Benjamin. Adelia married Nort Michael, now deceased. By a former marriage she had four children: Manley, who is married and has one child; Mrs. Maggie Spilman, who has five children; Mrs. Maud Weist, who has three children; and Collins, who is married and has one child. Lillie became the wife of Samuel King, of Corvallis, Oregon, and died, leaving two children: Lazzarus, who married Ella Le Sieur and has one child, Ester; and Mrs. Martha Francisco. Thomas M., the sixth member of the Ramsdell family, now a resident of Corvallis, married Malinda Eddleman and has eleven children: Fred, who married Bertha Bell and has one child; Mrs. Effie Norton, who has three children; Thomas M., who is married; Mrs. Lorilla Whitlatch, who has one child; Guy, who is married; Winnefred; and others whose names are not known. Callohill, of Dallas, married Melvina King and has five children: Seberty; Lawrence, who is married and has one child; Claud; Edith; and Myrtle. Anna, the eighth member of the family of Mr. Ramsdell, is the wife of Sivert Anderson, of Portland. John, of Portland, married Ida Stevenson, and has six children, Ona, Tera, Lillian, Allegra, Andrew and Robert. Fannie, who married William Tatum, died, leaving one child, Aileen. Ona married Guy Phelps and died, leaving a daughter, Naomi. The other member of the family, Agnes, died at the age of three years.

Mr. Ramsdell is a member of Camp No. 2, Indian War Veterans, is the only living member of the first military company of Oregon, and is an active member of the Pioneer Society. He is a well preserved man and although he has reached the age of eighty-nine years, looks twenty years younger. Events of Oregon's history which are to others matters of record are to him matters of personal knowledge or experience. Few there are who can claim residence in the state covering a period of sixty-six years. Throughout two-thirds of a century, however, Mr. Ramsdell has lived in this part of the country and his memory is a connecting link between the primitive past with all of its hardships and trials, and the progressive present with its advantages of a modern and advanced civilization.

ROSENBLATT.

The name of Rosenblatt has long figured in connection with the clothing trade of Portland, where it has become recognized as a synonym for progressive methods and reliability in all trade transactions. As senior partner of this enterprise Samuel Rosenblatt has formulated and executed many valuable plans for the extension of the trade, and with ready adaptability has recognized and improved every opportunity that has been presented. His record is a credit to Portland, the city of his nativity, his birth having here occurred in 1865. His parents were Meyer and Lena (Stepbacher) Rosenblatt, who were numbered among the early settlers of Oregon. The father engaged in general merchandising in Eugene in pioneer times, continuing his residence there until 1872, when he came to Portland and established a clothing business on Front street. The new enterprise prospered from the beginning, and as his trade brought to him

financial returns he found it possible to purchase a building of his own at No. 147 Front street, between Morrison and Alden. He removed his business thereto and continued active in its engagement until 1886, when he retired from business life to enjoy a well earned rest. He passed away in Portland, in 1887, and his wife was called to her final home ten years later.

The two sons, Samuel and Louis Rosenblatt, are now partners in the clothing business which is conducted under the firm style of Samuel Rosenblatt & Company. The former was born in Portland in 1865 and the latter in Eugene, Oregon, in 1869. They were both reared in this city, however, and were pupils in the public schools. They have been connected with the clothing trade throughout the entire period of their association with business affairs. The present house was established at No. 249 First street by Samuel Rosenblatt, the senior partner of the firm. He was joined almost immediately by his brother, Louis Rosenblatt, and they have since been associated in the conduct of the business. They remained on First street for ten years, and removed to their present location in March, 1898. They are part owners of the Silverfield building at the corner of Fourth and Morrison streets, and have become recognized as leading clothing merchants, not only of this city but of the northwest. Thoroughly familiar with every phase of the trade, they keep in touch with not only the best line of manufactured goods, but also the latest styles and are thus able to supply their patrons with all that is most modern and attractive in the line of men's wearing apparel.

Samuel Rosenblatt was married in February, 1894, to Miss Ida Hoffheimer, and unto them have been born two children. Louis Rosenblatt was joined in wedlock to Miss Sarah Marx, and they have one child. He is a member of the Knights of Pythias fraternity and of the Benevolent and Protective Order of Elks, and Samuel Rosenblatt is a charter member of the Woodmen of the World. Both are interested in matters relative to the city's welfare and upbuilding, but have never been active in the field of public life, preferring to concentrate their energies upon commercial pursuits, knowing that in this age of close competition the most successful man is he who gives undivided attention to his business affairs. Both brothers are energetic and determined and are constantly seeking out new methods for the promotion of their business, which has long since been recognized as one of the leading clothing houses of the city.

MRS. ELLEN C. DARR.

Mrs. Ellen C. Darr has been a resident of Portland for forty-eight years. She was born in Laporte county, Indiana, January 18, 1836, a daughter of Jacob and Elizabeth (Bailey) Leabo. The mother, who was born and reared in Kentucky, died in 1852. The father was a native of Virginia, born September 18, 1795, but his youthful days were spent in Kentucky and he was married in Indiana. He was a carpenter and farmer, devoting his life, as wisdom seemed to dictate, to those two pursuits. He came to Oregon in 1847 with "old Father Mitchell" over the plains and took part in the Cayuse Indian war. Again he made the journey over the plains on a return trip to Iowa with Meek and Everett, after a brief period spent on the coast but in 1852 again went to California, where he engaged in mining gold. He was accompanied by his son, who died in the mining regions, after which the father went back to Iowa in 1853. The work of progress had been carried on in a marked degree ere he returned in 1862, at which time he was accompanied by his daughter, Mrs. Darr, and her husband. This time he became a permanent resident of the Pacific coast country, remaining here until his death, which occurred at McMinnville, Oregon, in 1880. Few men could speak with more authority concerning travel across the plains, for he made five trips ere the building of railroads to the coast and knew

all of the experiences of the long and wearisome journeys, when plodding oxen drew the heavily laden wagons over roads that were little more than a trail. He was the father of ten children but only two are now living, Mrs. Darr and her brother, Augustus C., who is located at Ritzville, Washington.

Mrs. Darr attended school in Linn county, Iowa, and lived at home until she was married at the age of seventeen years to Hiram L. Darr, the wedding being celebrated at Rock Island, Illinois, on the 20th of January, 1853. They began housekeeping in Linn county and there resided until 1860, when they removed to Fremont county, Iowa, where they remained until 1862. In that year they started across the plains to Oregon, leaving their old home on the 19th of May and reaching Portland on the 30th of September. They were then parents of three children, who accompanied them on the trip. Mrs. Darr walked all the way across the plains until they reached The Dalles, doing this because the roads were so rough and the teams were compelled to go so slowly that she preferred to walk rather than to ride in the jolting wagon save when crossing a stream. On reaching Oregon the family spent the first winter about six miles south of Portland and then removed to the city, living on Hall at the corner of Fourth street.

Mr. Darr was a locksmith by trade and had a shop on Washington street between Third and Fourth. Wisely investing in land, he accumulated considerable property, having real estate to the value of over two hundred and fifty thousand dollars before he died. His mind, however, failed him and because of this he lost much of his property. He was born at Darrrtown, Butler county, Ohio, July 9, 1831, and was a son of Abraham F. and Eliza (Couch) Darr. He attended school at Darrrtown, which was named in honor of his grandfather. In his younger days he followed farming but learned the locksmith's trade after coming to the northwest. He belonged to the Masonic fraternity and gave his political support to the republican party. He died March 28, 1894, leaving six children who reached mature years, while others died in infancy. Those who lived to adult age are: Alice, the wife of William E. Beauchamp, of Washington, and the mother of two children—Bessie, the wife of W. W. Johnson, by whom she has three children, Eleanor A., Robert W. and Wanda, and Mrs. Eva Payette, who has one child, Edward; William, living in Portland; Hena, of California; Emma H., who became the wife of George Taylor, but both are now deceased, their surviving children being George K. and Irene; Edward L., of California, who married Miss Cooper; and Oakley, who has departed this life.

For seventeen years Mrs. Darr has resided on the east side of Portland and she holds membership in the Methodist church of Sunnyside. For forty-eight years she has resided upon the Pacific coast and can relate many interesting incidents of the early days when Oregon was in its formative period.

THOMAS MULLIGAN.

Thomas Mulligan has always resided upon the Pacific coast and the spirit of marked enterprise and development which has ever characterized this region has been manifest in his life from early youth. He was born in San Francisco, California, in 1865, but was only three years of age when his father's family removed to Clarke county, Washington, so that he was here reared and educated, pursuing his studies in the public schools. The family lived upon a ranch and Thomas Mulligan early became familiar with the arduous task of clearing, developing and improving the property, assisting his father until he started out in life on his own account. In 1889, when twenty-four years of age, he began farming independently upon his father's old place on the Fourth Plain road and has since given his time and energies to its further cultivation and improve-

ment. The ranch originally contained four hundred and twenty acres but a few small tracts have been sold and it now comprises three hundred and seventy-five acres. Mr. Mulligan also has one hundred and sixty acres near Proebstel, which he leases. The home property, which was given him by his father, is splendidly developed, for his methods are practical, progressive and resultant. He has made a close study of the best way of keeping the soil in good condition, and in raising such farm products as are best adapted to the climate he has made his farm a source of gratifying profit.

Mr. Mulligan was married in 1889 to Miss Margaret McDonald, of Vancouver, and they now have two daughters, May and Susan, the former the wife of Michael Geoghan. Both Mr. and Mrs. Mulligan are well known in the southern part of the county and have an extensive circle of warm friends. Mr. Mulligan has lived continuously in this section for forty-two years and has therefore witnessed much of its development.

RICHARD H. AVANN.

For a considerable period after the tide of emigration was turning toward the northwest comparatively little was done along agricultural and horticultural lines. This was due largely to the fact that much of the land was covered with a dense forest, giving ample opportunity for the development of the lumber industry and precluding the possibility of cultivating the soil. In recent years, however, attention has been concentrated to a greater and greater degree upon the possibilities of raising grain and fruit in this section and among the number who are thus successfully engaged is Richard H. Avann, well known in this connection in Clarke county. He was born in Brecksville, Ohio, December 10, 1858, and was reared to farm life, his attention in youth being divided between the duties of the schoolroom, the pleasures of the playground and the work of the fields. When he had put aside his text-books his time was given entirely to assisting his father on the farm until the fall of 1877. In September, before he attained the age of twenty years, he made his way to the northwest, settling in Clarke county, where he was employed in different ways until 1884, when he began dealing in wood in Portland. There he remained for eight years, after which he returned to Clarke county and engaged in farming and in the wood business, contracting to supply wood on an extensive scale. He afterward purchased eighty acres of land on the Orchard road, three miles from Vancouver, and cultivated it in addition to his other farm. He had cleared altogether one hundred and fifty-five acres of land when he sold out. He also drained fifty-five acres by ditching and tiling and placed all of the improvements upon his property, including the planting of a fourteen-acre orchard of prunes and apples. He put all the fences and the buildings upon his farm and its excellent and attractive appearance indicated his extremely active and useful life. In 1900 he purchased one hundred acres adjoining his original property but on the opposite side of the Orchard road. This he also cleared and improved and continued its cultivation until September, 1909, when he sold to the Vancouver Realty Association, which has subdivided it and made it an addition to Vancouver, situated on the Vancouver & Orchard Electric Line.

In 1880, Mr. Avann was married to Miss Mary J. Jamison, of Vancouver, a native of Independence, Ohio, and a daughter of Hamilton Jamison of that city. Their marriage has been blessed with two children, Frances A. and Jessie J. The former is the wife of W. W. Turney, of Cleveland, Ohio, where they reside, and the younger daughter is yet at home.

Mr. Avann belongs to the Odd Fellows lodge at Vancouver and also to Harmony Lodge, A. O. U. W. He is loyal to the teachings of these organizations and enjoys the social relations afforded there. His has been a well spent

life and in business affairs he has displayed keen discernment and unfaltering energy, bringing him at last a creditable measure of success that now enables him to live practically retired. He occupies a pleasant home at Twenty-first and Main streets in Vancouver and is widely and favorably known in the southern part of the county.

WILLIAM A. DALY.

The life history of William A. Daly, if written in detail, would present many chapters as interesting and thrilling as any tale of fiction. Life on a whaling vessel brought him unusual experiences in his youthful days, and he was a frontiersman in Oregon when the entire northwest was largely an undeveloped and unsettled country. He sought for gold in the early mining days, was connected with newspaper publication in Portland when this city was a village, and later was identified with various business projects, continuing through the period of his residence here in touch with the progressive spirit which has brought about modern progress and growth here.

A native of Ireland, William A. Daly was born in Westport, County Mayo, July 30, 1836. His father, the Rev. J. L. Daly, was an Episcopalian minister in Oregon, who married Eliza F. Browne, and some years afterward went to Australia, accompanied by his family, his son William A. being at that time only three years of age.

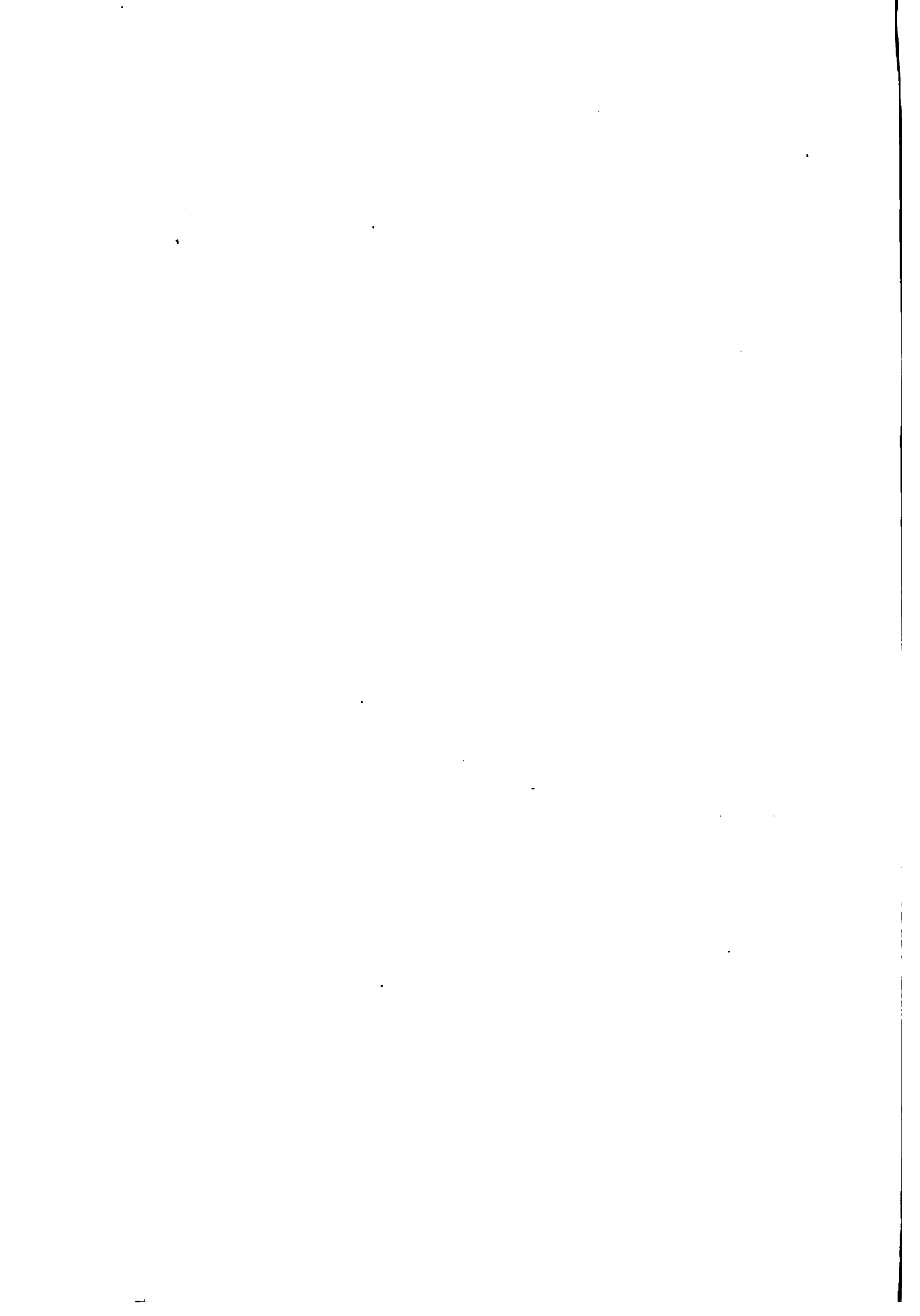
The father settled at Sydney and remained for a considerable period in Australia, during which time he was engaged in teaching school. The residents of that country had recognized his ability and intellectual strength, and persuaded him to take up the profession of teaching. In 1851 he left that country, stopping at Honolulu, where he taught school for a time. From there he came to Oregon, settling at Butteville, where he took up a donation claim. His wife and son William did not make the trip with the father, for William A. was then infatuated with the sea and felt that his greatest happiness would be in becoming a sailor. He therefore shipped on a whaling vessel, his mother having previously started for Oregon, and he finally reached New Bedford, Massachusetts. While there he learned that his brother John had been killed by the explosion of a steam boiler on a ship in Oregon, and he at once started for the northwest, arriving in Portland in August, 1855. He made the trip by water and soon after secured a position in the office of the weekly newspaper which was then being published on Morrison street near First. He worked on the paper as printer and compositor for many years, when in connection with George Himes he established a job printing office. They conducted business together successfully for some time, after which Mr. Himes purchased Mr. Daly's interest. The latter, who was a democrat in politics, then established a paper called the Daily Advertiser. This was during the period of the Civil war, and the paper was suppressed by the government.

Mr. Daly then went to the mines in Idaho and devoted about four years to mining, but his health becoming greatly impaired during that time, he returned to Portland, where he followed various business projects. He was, however, largely an invalid for about thirty years, and his eyesight became very badly impaired. Notwithstanding, he worked constantly and for a number of years conducted a brokerage business in partnership with his son Fred A. Daly. On going to Idaho, he walked all the way from The Dalles, and that was the beginning of his ill health. The strenuous exertion was more than he could endure, and he never fully recovered therefrom.

It was on the 17th of December, 1857, in Portland, then a part of Washington county, that Mr. Daly was united in marriage to Miss Priscilla M. Gray, a daughter of Robert and Mary (Hannah) Gray. Her father was born in Cin-



WILLIAM A. DALY



cinnati, and her mother in Scotland, and they were married in Knoxville, Illinois. The latter died in Peoria, Illinois, in 1851, and Mr. Gray afterward married again and came to Oregon, making the long journey over the plains. He left his Illinois home in March and arrived at The Dalles on the 20th of September, 1853. There he tarried for a month's rest, after which he made his way to the Cascades by flatboat and then walked to the Lower Cascades, where he took another boat, proceeding thus to Portland. He was accompanied by his family and settled at Mount Tabor, where he took up a half section of land, which was a donation claim. Upon this place he built a log cabin and began life in true frontier style. There were many wolves around, and they frequently made the night hideous with their howling. The entire countryside was covered with a dense forest growth, but Mr. Gray at once began to clear his land and cultivated his fields as the place was prepared for the plow. After four years he sold one hundred acres of his claim for five dollars per acre. He afterward lived in different parts of the state, spending his last days in Corvallis, Oregon.

Mr. Daly was a Mason, holding membership in Harmony Lodge. He became a member of the craft when twenty-one years of age and was always most loyal to its principles. He traveled extensively all over the world but preferred Portland as a place of residence and here continued to make his home until his death, which occurred September 2, 1893, his remains being interred in Riverview Cemetery.

Mrs. Daly has lived in Portland from the age of thirteen years. She is a member of the Episcopal church and of the Pioneer Society and has a large circle of warm friends, whose kindly regard indicates her many admirable qualities.

WILLIAM BRADEN.

When America was still numbered among the colonial possessions of Great Britain, ancestors of William Braden became residents of America, and when the colonists attempted to throw off the yoke of British oppression, the family was represented in the continental army. William Braden, Sr., the father of him whose name introduces this review, was born in Canada and in 1798 became a resident of Ulster county, New York, where he was residing when the war with England occurred. He enlisted for active service in that conflict and lived for many years to see America grow in strength and power, taking her place among the foremost nations of the world. He died in 1881, at the very venerable age of one hundred and two years. He was of Scotch descent, while his wife, who bore the maiden name of Jane Lane, and was a native of New Hampshire, was of English lineage. She, too, reached a notable old age, being ninety-nine years at the time of her death. She was a niece of Hezekiah Lane, who served as an American spy in the Revolutionary war, carrying dispatches for General Washington and thus rendering signal aid to the cause of independence. The political allegiance of the family was given to the whig party in early years, while later representatives of the name espoused the cause of the republican party. Of the family of William Braden, Sr., all are now deceased with the exception of Mrs. Susan E. Seely, whose home is in Strasburg, Pennsylvania.

The birth of William Braden, whose name introduces this record, occurred in the town of Ellenville, Ulster county, New York, June 28, 1831. He devoted his time between the ages of six and sixteen years to the acquirement of an education in the public schools and then entered the State Normal School at Monticello, New York, pursuing an elective course in preparation for the work which he desired to follow. For two years he was an apprentice to the carpenter's trade at Ellenville, and then started for California in 1849, attracted

by the gold discoveries of the previous year. In a sailing vessel he rounded Cape Horn and after a voyage of one hundred and sixty-nine days reached San Francisco on the 7th of July, 1849. There Mr. Braden and other young men of the party purchased outfits and at once sought employment in the mines. He devoted six years to that work and at the end of that time engaged in steamboat building. His work in that connection had brought him to Portland, being sent to this city to aid in the construction of Mountain Buck, a famous steamer of an early day. On its completion he entered the employ of the Oregon Railroad & Navigation Company as head carpenter in the shipbuilding department. From that time until his death he was closely associated with the progress and upbuilding of the northwest. He made a trip to the Fraser river in 1857 and continued in boat building there until 1864, when he began contracting on his own account. He confined his operations strictly to Portland and in the government service built barracks at Cape Disappointment. He became recognized as one of the foremost contractors of his day and a liberal patronage was accorded him. In later life his attention was given to public service. He was in the city engineer's office for thirty-three years and no higher testimonial of his official capability and trustworthiness can be given than the fact that he was so long connected with the office. He was also elected superintendent of streets in 1877. He did not seek the position, it coming to him as a recognition of his personal worth and business ability. After five years in that position he retired but soon afterward reentered the office as deputy and there remained until his demise.

On the 16th of August, 1860, Mr. Braden was united in marriage to Miss Cordelia Davis, who was born in Indiana, in 1840, and in 1852 came to Oregon with her father, H. W. Davis, who at one time was Portland's postmaster. Five children blessed the marriage of Mr. and Mrs. Braden but one of the number died in infancy. Minnie became the wife of W. F. Matthews, former United States marshal of Portland and now a resident of San Francisco. Frank married Eva Fernau and engaged in business in Seattle until the death of his wife in 1906. They had one son, Earl. Cora, the next of the family, is the wife of William Howes, of Portland, and has one child, Florence. Mr. Howes is connected with the Plumauer-Frank Drug Company. Bessie L. is the wife of Maurice Whitehead, who is connected with the Pacific Fruit Express Company and they have one child, Dorothy D. Mrs. Braden now makes her home with her daughter Mrs. Whitehead. All of the children are graduates of the high school.

In his last years Mr. Braden was the oldest living member of Samaritan Lodge, No. 2, I. O. O. F. He ever enjoyed the fullest respect and confidence of his brethren of the fraternity and was sent east to buy the pine clock which is now in the tower of their famous temple. He filled all of the offices in the local lodge and also in Ellison encampment, which he joined in 1860. He was sent as a delegate to the grand lodge and for over twenty years served as one of the directors of Odd Fellows hall. He likewise became a member of Oregon Lodge, No. 1, K. P., and served as keeper of records and seals for twenty-eight years. He was likewise a Mason and a charter member of Mystic Lodge, and in his different fraternal connections displayed the sterling principles upon which the orders are based. His political allegiance was always given to the republican party and while he continued for a number of years in public office he could never be called a politician in the usually accepted sense of the term. However, he was interested in all that pertained to the public welfare, cooperated in various measures and movements which had for their object the general good. He died February 9, 1909, when in the seventy-eighth year of his age.

For six decades Mr. Braden had resided upon the Pacific coast and the early development of this part of the country was well known to him not as a matter of history but because he was a witness of, or participant in, many of the

events which have shaped the annals of the northwest. He arrived in Portland on the 14th of March, 1857, when the land hereabouts was a forest wilderness and on the 1st of July, 1884, he built his first home at what is now No. 288 Clay street. The natural forest growth surrounded him and the nearest residence was two blocks distant. As a contractor and through his connection with the city engineer's office he contributed in large and substantial measure to the upbuilding of Portland and is numbered among those to whom the city of the present day stands as a monument.

HORATIO NELSON PRICE.

Horatio Nelson Price is a self-made man who has worked his way upward by means of industry, unflinching determination and indefatigable energy. His work has not only contributed to his own success but has also constituted an element in the progress and development of the communities in which he has lived and he is at all times actuated by a public-spirited devotion to the general good. A native of New Brunswick, he was born in the town of Woodstock, September 8, 1855, and spent his youthful days there, acquiring his education in the public schools and also in the provincial military school at Fredericton, New Brunswick, from which he was graduated on the completion of the regular course. Through the periods of vacation he assisted in the cultivation of the home farm and following his graduation he returned to the farm and aided his father, who was engaged in both general farming and in the lumber business. Horatio N. Price also became a member of the militia of Canada and continued his residence in that country until about twenty-five years of age, when the constantly broadening opportunities of the west attracted him. Prompted by laudable ambition, he made his way to Clarke county, Washington, in the spring of 1880 and for one season worked on a farm. Then in connection with his brother he purchased one hundred and sixty acres of the John Calder donation claim on Fourth Plain. Of this they cleared seventy acres, the brother remaining upon the farm, while Horatio N. Price entered the employ of the railway department of the Oregon Railway & Navigation Company for one season. He was afterward employed by J. B. Montgomery, a contractor of the Northern Pacific Railroad, who was conducting a general mercantile store at Skamokawa and placed Mr. Price in charge of the store. While thus engaged he was appointed postmaster of the town by President Cleveland and continued to fill the position for twelve years. In 1891 he was again called to office by appointment as state land cruiser for the southwestern district of Washington, in which position he continued for six years, capably and efficiently discharging his duties. In January, 1902, he returned to Clarke county after resigning his position as postmaster of Skamokawa. Here he purchased one hundred and ninety-two acres of land, which was also a part of the John Calder donation claim, paying thirty-seven dollars per acre. He then bent his energies to the development and improvement of the place, successfully carrying on farming until April, 1909. The town site of Sifton is on this ranch and Mr. Price retained ten acres of the site, which he hopes to hold until advancing prices make it profitable for him to sell. In 1909 he bought a tract of twenty-one acres that has been set out in prunes and apples, and is well known as an orchardist, conducting a successful business in that connection. He has likewise dealt in timber lands but has now disposed of much of his timber. He is still interested in the one hundred and sixty acre tract which he and his brother, L. W. Price, purchased when they came to this county. While he personally superintends the cultivation of his farm, he is also connected with the timber interests in that he represents several large concerns as a timber cruiser. He is an excellent judge of the value of standing timber and is thus qualified to

undertake important work of this character. Throughout his life he has been actuated by a spirit of undaunted enterprise and progress and his entire business life has been characterized by a steady advancement. His labors, too, have largely been of a character that have contributed to the welfare of the community. He was one of those who were instrumental in securing the building of an electric line between Sifton and Vancouver and he is now one of its stockholders.

Mr. Price was married on the 1st of December, 1887, to Miss Lillie Groves, of Portland, a daughter of John H. Groves, and they now have two children, Hugh Dwight and Elise, both at home. Mr. Price belongs to Orchard Lodge, I. O. O. F., of which he is a charter member and he likewise became a charter member of Kelso Lodge of the Knights of the Maccabees at Skamokawa. Attractive social qualities have won him many friends and he enjoys the companionship of those whom he meets in fraternal organizations and otherwise. He is preeminently a business man, alert, active and enterprising, and is meeting with success through his operations in timber, through his development and cultivation of his land and also as an orchardist, making a specialty in the cultivation of prunes.

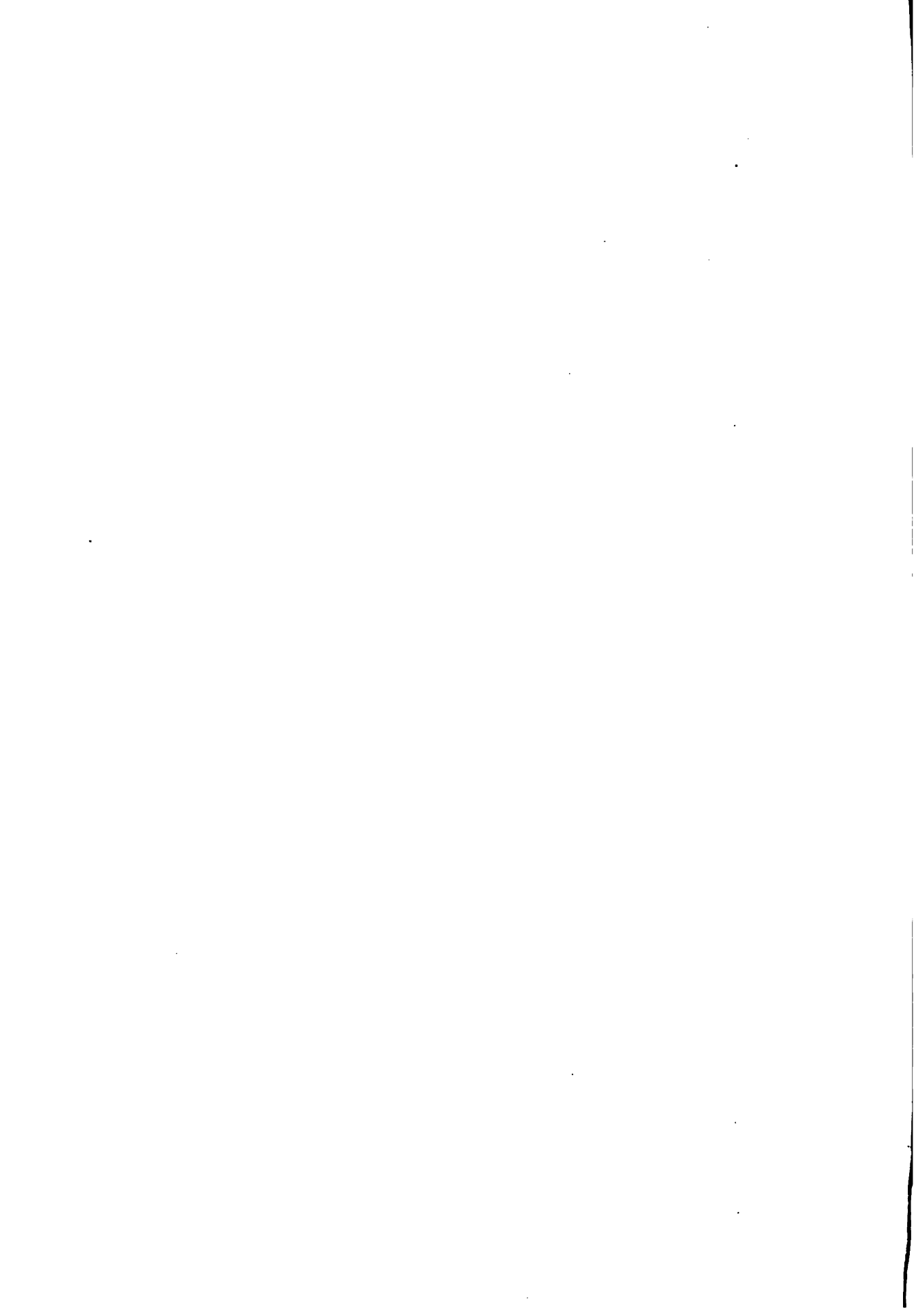
WILLIAM JAMES VAN SCHUYVER.

William J. Van Schuyver, whose death on January 7, 1909, was the occasion of sincere regret on the part of many friends and acquaintances, was a native of Ohio, and, as his name indicates, was of Holland Dutch descent. He was born in Cleveland, July 7, 1835, and was the son of William and Mary (Craw) Van Schuyver. He received his education in the public schools but did not possess the advantages of high-school training, as he was put to work when a boy in a bank at Fort Wayne, Indiana. In the same bank was employed Hugh McCulloch, who later became prominently known in financial circles as secretary of the treasury under the administration of President Andrew Johnson. At twenty-five years of age Mr. Van Schuyver decided that more favorable opportunities for young men lay to the westward, and he came to the Pacific coast, arriving in 1860, just before the outbreak of the Civil war. He made the trip by water, the Pacific railroad being then only in the prospective stage and not materializing until seven or eight years later.

The hardy young adventurer was first attracted by the stories of great wealth in the mines and for several years he labored faithfully in the hope of becoming independent as a miner, but like thousands of others he learned that it is often a long and toilsome journey to wealth through gold mining. He was naturally gifted with business sagacity and decided to turn his attention to bookkeeping, a business he had thoroughly mastered during the earlier part of his life. He accordingly became connected with the firm of Ladd, Reed & Company, of Portland, later going to eastern Oregon in the interest of R. R. Thompson, Captain Ainsworth and others who were in the steamboat transportation business. Being an apt pupil, Mr. Van Schuyver decided at last that he could conduct business on his own account, and associating with Levi Millard, he organized the firm of Millard & Van Schuyver, wholesale dealers in wines, etc. The firm bought out Ladd, Reed & Company and began business on First street near Oak. The firm became one of the leading wholesale houses in its line on the Pacific coast, continuing under the same title until the death of Mr. Millard, when Mr. Van Schuyver took over the business and changed the name to Van Schuyver & Company. A new location for the business was selected on Second street, and there he continued in charge until he too was called away. The business has since been in charge of his only son, William O. Van Schuyver, as manager.



W. J. VAN SCHUYVER



Mr. Van Schuyver was united in marriage at San Francisco, October 28, 1865, to Miss Harriett Angell, a daughter of Orange Allen and Mary C. (Dunlap) Angell. Three children, who are now living in Portland, were born to Mr. and Mrs. Van Schuyver: William O., who succeeded his father in business and was married to Helen J. Shortell, two children having been born to them, William James and Catherine Jocene; Mary C., now Mrs. Dr. A. E. Mackay; and Helen, living at home.

Mr. Van Schuyver was a man of generous social nature and was a member of the Benevolent and Protective Order of Elks of Portland. He was selected to fill the responsible position of president of the building committee during the time the beautiful new home of the order was in course of erection. This is evidence of the confidence which he inspired in his associates, and in all his business transactions he was known as one who gave and expected in return the "square deal." His widow and children will always remember him as one whose chief virtues were exhibited at his own fireside, surrounded by those whom he held most dear. In politics he was a republican.

LOUIS BUCK.

Louis Buck, physician and surgeon, was born in Hartford, Connecticut, in 1869, and in the city of his nativity spent his early youth and acquired his primary education. He became a resident of Portland, however, in 1885, and here completed his literary studies. He early resolved to make the practice of medicine his life work and to this end entered the medical department of the University of Oregon as a member of the class of 1897. He mastered the various branches that constituted the curriculum of that institution and since his graduation has taken special post-graduate work in the medical department of the University of California at San Francisco. He has always been an interested student of the profession, reading broadly and keeping in touch with the discoveries which are constantly being brought to light through the research and investigation of different members of the profession.

Dr. Buck was united in marriage to Miss Hattie Wagner, of San Francisco, and they have one son, Ronald. A social genial nature makes him popular in the various fraternal organizations with which he is identified, including the Masons, Elks, Foresters, Red Men and Moose lodges. While he greatly enjoys the companionship of his friends, he never allows outside interests to interfere with the faithful performance of his professional duties and he keeps in touch with the onward march of the profession through his membership in the Portland City Medical Society, the Multnomah County Medical Society and the Oregon State Medical Association.

EDWARD HUGHES.

There are no exciting or unusual chapters in the life of Edward Hughes, but his history illustrates clearly the value and power of close and unremitting industry, guided by sound judgment. Moreover the record proves the worth of integrity and reliability as factors in business life, for upon those qualities as a foundation Mr. Hughes built his success. He was born in Woodstock, Illinois, July 27, 1850. His parents were Patrick and Elizabeth Hughes, both of whom were natives of Ireland. The father followed the occupation of farming for many years and both he and his wife died in the middle west.

Reared under the parental roof, Edward Hughes was trained to habits of industry and perseverance, and his mental training was received in the schools

of Woodstock. Later he engaged in teaching school and proved a capable instructor, imparting readily and clearly to others the knowledge that he had acquired. He turned from a professional career to merchandising, however, and engaged in the implement business at Cresco, Iowa, with his brother James. They were in partnership for about ten years and developed a business of considerable proportions. But the opportunities of the northwest attracted Edward Hughes, who read with interest accounts of Portland and this section of the country, its natural advantages and its opportunities. Accordingly, in 1882 he sold his interest in the store to his brother and started for the Willamette valley. Reaching Portland, he accepted the position of manager with the firm of Russell & Company, who established a branch house for the sale of farm implements. Mr. Hughes' previous experience in this line well qualified him for the duties that devolved upon him in this connection. He remained with the company for nine years, and during that period built up a large business, but wishing to have the more direct benefit of his own labors, he resigned his position and opened a store on his own account at the corner of First and Taylor streets, where he dealt in farm machinery, conducting both a wholesale and retail trade. Subsequently he removed to Madison and Front streets and was there located at the time of his death, which was occasioned by a street car accident on the 6th of November, 1902.

On the 28th of November, 1878, was celebrated the marriage of Mr. Hughes and Miss Julia Mullen, a daughter of Martin and Mary Mullen. They were natives of Ireland but in childhood days came to America and were married in this country. Mrs. Hughes was born at Hartford, Washington county, New York, her father following the occupation of farming in that part of the state. By her marriage she became the mother of five children. Chester C. is now connected with the railway department of the Oregon Railway & Navigation Company at Spokane. He married Miss Elizabeth Skinner, of Washington, and they have one daughter, Loie Anna. Raleigh E., a graduate of the naval department at Annapolis of the class of 1906, is now a member of the United States navy and stationed in China. Leon S. is connected with the Barber Asphalt Company, of Portland. Julia Pauline and Julien Martin were twins. The former, however, died at the age of two and a half years. The son is a graduate of Hill's Military Academy, and is now a student at Leland Stanford University, Palo Alto, California. All of the children have been provided with excellent educational advantages.

In his political views Mr. Hughes was a stalwart republican, believing firmly in the principles of the party and their adaptation to the needs of good government. The demands of his business, however, always prevented him from holding office. He belonged to the Masonic and to the Odd Fellows lodges, and his remains were interred in the Masonic cemetery. He enjoyed the highest regard of his fellows of that fraternity for his life exemplified its beneficent spirit and its principles concerning the brotherhood of mankind. In business and social circles he was alike popular and honored and fraternally all who knew him entertained for him high regard.

WILLIAM H. WOODCOCK.

William H. Woodcock is one of the revered patriarchs of Portland, having passed the eighty-fifth milestone on life's journey. He was born in Searsmont, Maine, August 9, 1825, a son of Theodore and Rebecca (Packard) Woodcock. The latter's father, Malabar Packard, was a soldier of the Revolutionary war and one of the first settlers of Union, Maine. Theodore Woodcock followed the occupation of farming and both he and his wife continued residents of the Pine Tree state until called to their final home.

William H. Woodcock was a pupil in the district schools of Searsmont and after his school days were over devoted his attention to the work of the home farm. He carried on general farming pursuits for about forty years and lived upon the old home place on which his father had settled when it was a tract of wild land of three hundred and twenty acres. William H. Woodcock gave his attention to its further development and improvement and converted it into productive fields. His business activities, however, were interrupted at the time of the Civil war for in August, 1862, he responded to his country's call for troops, enlisting as a member of Company B, Twenty-sixth Maine Volunteer Infantry, under Captain Charles Baker. He joined the army for nine months' service and was mustered out in 1863. He participated in the battle of Irish Bend on the 19th of April, of Port Hudson on the 14th of June and in the siege of Port Hudson which lasted for forty days. On the 17th of August, 1863, he was mustered out at Bangor, Maine.

At the close of his military service Mr. Woodcock returned to the farm. In September, 1854, he was married in Searsmont, Maine, to Miss Sarah H. Morrell and unto them were born three children: Ambrose, who died in Arizona at the age of fifty years, leaving a widow and two children, Benjamin and Olive; Charles, who is now one of the proprietors of the Standard Box Factory of Portland and a representative business man of the city, married Emma Brown and has four children, Arthur, Edith, Helen and Clarke; Frederick, also of Portland, married Miss Alice Davie and has two daughters, Naomi and Ruth. The wife and mother passed away in 1866 and Mr. Woodcock afterward married Fannie Wilson, the wedding being celebrated at Riverside, Maine.

About twenty years ago Mr. Woodcock came to Portland, where he purchased an interest in a grocery store. The venture, however, was not successful and the business was closed out. He is now living retired. While in Maine he served as a member of the state legislature and took an active part in politics, giving stalwart support to the republican party, of which he has always been an earnest supporter. Since 1866 he has been a member of the Masonic fraternity.

PETER J. FLYNN.

Peter J. Flynn, who during the years of his residence in Portland ever bore the reputation for strict business integrity and for high moral worth, was a resident of this city for thirty-two years. He was born in Philadelphia, Pennsylvania, on the 19th of April, 1851, and was a son of James L. and Jean (Donnelly) Flynn, the former of Irish and the latter of Scotch descent. His parents both died in the east. They removed, however, from Pennsylvania during the boyhood of their son Peter, taking up their abode in Steubenville, Ohio. The father was a stone contractor and built a number of the early railroad bridges in the east. Subsequently they removed to Youngstown, Ohio, where Peter Flynn attended school, and when he had mastered the branches of learning taught in the public schools he began learning the stone and brick mason's trade, becoming a thorough workman in that line. The year 1878 witnessed his arrival in Portland and in this city he followed contracting and built up a business of large proportions. He was in partnership with James McBride and Alfred Bingham at different times and many important contracts were awarded him. He was the builder of the Union depot and other fine structures of the city and he bore a most enviable reputation because of his promptness and fidelity in executing every contract. He ever fully lived up to the terms of his agreement and in any business transaction would rather have suffered himself than have deprived another. At one time he made a trip to

South Africa, expecting to locate there, but did not like the country and accordingly returned. He continued in business here until about four years prior to his death, and from time to time, as his financial resources increased, he invested in real estate, the value of which greatly increased with the rapid growth of the city, so that at his death he left to his family a goodly competence invested in property.

Portland is indebted to Mr. Flynn for a large number of the beautiful holly trees which are a source of interest to every tourist upon the coast. He had great love and admiration for the holly and set out many trees in Portland for his friends. There is one particularly beautiful tree at the corner of Twenty-first and Irving streets which he planted when he bought some land there in 1884. He erected a residence there and made his home at that corner until he died. The tree, which is a very large, shapely and beautiful one, is still standing. He never joined any lodges or took active part in politics, preferring the quiet and rest of home life and the companionship of his books. He was particularly interested in the study of history and had wide and comprehensive knowledge upon that subject. He held membership in the Catholic church and when death called him was laid to rest in Mount Calvary cemetery.

Mr. Flynn was united in marriage on the 22d of June, 1882, to Miss Lizzie Beutgen, a daughter of Nicholas and May Beutgen, the former a native of Germany and the latter of Scotland. Mrs. Flynn was born in Canada and in 1878 came to Portland with her parents, who died in this city. Mrs. Flynn has been a member of St. Ann's Society since 1882 and she is now serving as its president. She has taken an active part in various lines of church work and her efforts in that connection have been far-reaching and beneficial.

Mr. Flynn passed away at St. Vincent Hospital on the night of February 6, 1908. The Oregonian of the following day spoke of him as "One of the best known contractors of the Pacific northwest. . . . He was widely and popularly known in Portland, where he bore an enviable reputation for strict business and moral integrity. He leaves many friends in both business and social circles." He regarded friendship as something to be cherished and not to be held lightly, and his friends could always count upon his loyalty and fidelity.

JAMES CODY.

James Cody is entitled to mention in connection with the substantial development and progress of the northwest, where he has now lived for twenty-one years. He drove the first spike in the construction of the Vancouver, Klickitat & Yakima Railroad and in later years has given his attention entirely to farming interests, which he now successfully conducts. He was born in the city of Rochester, New York, on the 15th of July, 1845, but when he was two years old his parents removed to Canada, settling in the vicinity of Montreal, where he was reared upon a farm to the age of twenty-two years. He then went to Osceola county, Michigan, where he resided until 1889, when he came to the northwest, settling in Clarke county, Washington. Here he began working for Patrick Dunnigan, a railroad contractor, in which connection he drove the first spike on the building of the Vancouver, Klickitat & Yakima Railroad, which was the first railroad on the north side of the Columbia river. He was thus employed for five months, after which he came to his present home, settling on the ranch which he now owns. It is a tract of eighty acres which was formerly railroad land, obtaining his patent to this in 1902. He had lived upon it in all the intervening years but his title thereto was disputed by the railroad company. However, in the contest he came out victorious. He has cleared a portion of the land and has put all of the improvements upon the

place, including the substantial buildings which are now here found and the well-kept fences which bound the farm and divide it into fields of convenient size. He is leading a very busy life, engaged in the raising of hay, grain and potatoes.

On the 13th of October, 1880, Mr. Cody was united in marriage to Miss Ellen Collins, of Michigan, and unto them have been born nine children, of whom the following are living: Anna, the wife of Allen Linton; Abbey, who gave her hand in marriage to Abraham Curtin; Arthur; Allen; and Ella, the wife of J. O'Herrin, of Spokane.

Mr. Cody belongs to the United Artisans society at Orchard. While his time is largely occupied with the effort to promote his own success along legitimate business lines, he yet finds time to cooperate in public affairs and has assisted not a little in the building and improvement of the roads in this locality. He is greatly interested in the welfare and progress of the community and has firm faith in the future of this district.

JACOB FLEISCHNER.

The years numbered more than half a century in which Jacob Fleischner was a resident of Portland. His name was enrolled with the Oregon pioneers of 1852. Mention of that year alone, to any who are at all familiar with the history of the northwest, brings up a picture that can never be effaced from the minds of those who were actors in the events which in that year marked the progress of civilization from the east to the west. The white-covered wagons traveled toward the setting sun, disease went with them as a companion and many a new-made grave was found along the wayside. At times the road was little more than an Indian trail. There was always the possibility of an Indian attack. It was in that year that Jacob Fleischner came to the northwest, and in all the years which were added to the cycle of the centuries until his death he maintained the closest companionship and the most kindly regard with and for the other early settlers to whom the tale of pioneer life was a familiar one because of their experience in all that constituted life on the frontier. While many of his warmest friends were among the early settlers, each day almost added to the number, for the circle of his friends increased as the circle of his acquaintance widened, and the deepest regret was felt at his passing, when on the 15th of April, 1910, he was called to his final rest.

Mr. Fleischner was born in Bohemia, July 15, 1833. The schools of that country offered him his educational privileges and his home training was such as developed in him habits of industry, integrity and reliability. He was nineteen years of age when he accompanied his brother Louis Fleischner, long a prominent merchant of Portland and a distinguished resident of Oregon, to the United States. For a time he resided in Philadelphia, after which he removed westward to Drakeville, Iowa, where he began business as a merchant. The far west attracted him, however, and, equipping a wagon drawn by oxen, he joined a train that wended its weary way over the open prairies, the hot sands of the desert and through the mountain passes to Oregon. Cholera broke out en route and much suffering was endured. At length, however, Mr. Fleischner reached Oregon in safety and took up his abode at Albany, where for many years he engaged in business. He afterward removed to Portland and his first home here is now one of the old landmarks of the city—a house standing on Fourth between Yamhill and Taylor streets. For a long period prior to his death, however, he occupied the well known Fleischner residence at Seventh and Main streets, and it was there that he passed away. He was a man of remarkable determination, to whom an obstacle or difficulty seemed but as an impetus for renewed effort, and his boundless energy carried him to the goal

of success in whatever he undertook. In his later years he engaged in the real-estate business, maintaining an office in the Labbe building.

Mr. Fleischner was married, in 1858, to Miss Fannie Nadler, and unto them were born two sons and four daughters, and all but one, Minnie, who died in 1894, survive the father, namely: I. N. and Marcus Fleischner, who are connected with the extensive wholesale house of Fleischner, Mayer & Company of Portland; Mrs. Hattie Blumauer, of this city; and Mrs. G. H. Davis, of San Francisco; and Mrs. Rudolph Goldsmith, of Portland.

No greater devotion to family ties was ever shown than by Mr. Fleischner, who found his greatest happiness in promoting the welfare and interests of his wife and children; his greatest sorrow came to him in the death of his wife three years prior to his demise. His love of children was always one of his most marked characteristics. The children instinctively placed confidence in him and came to him with their little tales of sorrow or of joy. In his office he kept a veritable aviary of wild and tame birds, which were of the greatest interest to his little visitors, and only a short time prior to his death he presented his collection to the city park. He was a lover of nature in every phase, the birds, the trees, the water and the sky all appealing to him with their beauty and with their song. He was a prominent member of the Oregon Pioneers Association, never failing to attend its meetings until ill health forced his absence, and when, two years prior to his death, the association was holding its convention he insisted on wearing his pioneer ribbon although ill in bed. His character was one of conspicuous individuality and he never permitted his business cares to affect his disposition, which was one of marked sweetness. His charitable disposition was again and again manifest and he was, moreover, a valued and popular member of the B'nai B'rith, the Concordia Club, the Masonic fraternity and the Odd Fellows lodge and other institutions which gave expression to his social nature and kindly disposition. At the age of seventy-seven years he passed away, on the 15th of April, 1910, and a life record of great usefulness, covering fifty-eight years of active devotion to Oregon, was thus ended.

MICHAEL G. MUNLY.

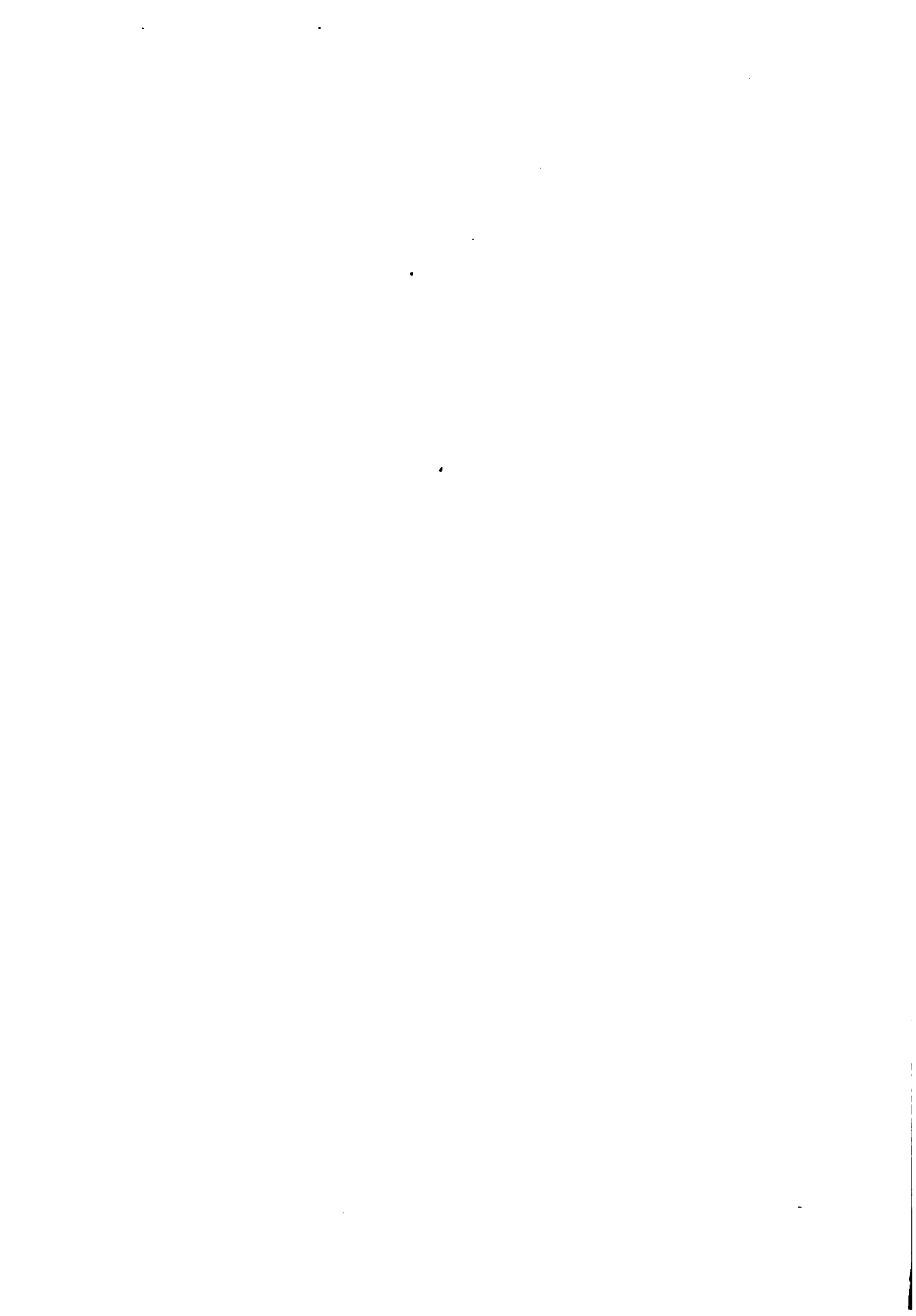
Michael G. Munly ranks not only as one of the leading lawyers of the Portland bar but as a man of influence in molding opinion concerning public and municipal problems which have ever been of deep interest and importance. He is a practical theorist, for while he works toward high ideals he utilizes the means that lie close at hand for their accomplishment.

Born in Carbondale, Pennsylvania, on the 22d of September, 1854, he was a son of Michael and Bridget (McHale) Munly. His educational privileges were extremely limited as his school life in both public and private institutions did not compass an aggregate period of more than three years. His reading and research, however, have carried him beyond many college-bred men and broad general learning constitutes for him a firm foundation for his professional knowledge.

Determining upon the practice of law as a life work, in 1882 Mr. Munly was admitted to the Pennsylvania bar. While he soon afterward entered upon practice, he did not devote his time exclusively thereto, for from 1886 until 1890 he was also editor of the Catholic Sentinel. In the meantime, however, he was building a solid reputation for force and capability in the practice of law. He was deputy city attorney for one year in Portland, and in 1892 was appointed by Governor Pennoyer judge of the circuit court, making a creditable record on the bench during his two years' service. In the election of 1894, owing to the activity of the American Protective Association, he was defeated. Since that time he has devoted his attention to his private law practice, which is now very extensive.



M. G. MUNLY



He has been a resident of Portland continuously since July, 1882, and has won for himself very favorable criticism for the careful and systematic methods he has followed in his law practice. He has remarkable powers of concentration and application, and his retentive mind has often excited the surprise of his professional colleagues. In the discussion of legal matters before the court his comprehensive knowledge of the law is manifest and his application of legal principles demonstrates the wide range of his professional acquirement. The utmost care characterizes his preparation of a case and has made him one of the most successful attorneys in Portland.

In 1909 Judge Munly was nominated for mayor on the democratic ticket but was defeated. This indicated his high standing in the party and the honor accorded him by those prominent in its ranks. He also has considerable outside interests which claim his attention. He is connected with the salmon packing industry of Alaska and is considered an authority on the natural history of Pacific salmons and has furnished some contributions to magazines on that subject.

Judge Munly was married in 1890 to Miss Mary Nixon, of Portland, and has three children, Robert N., Raymond M., and Anna Munly. His religious faith is evidenced in his membership in the Holy Rosary church and also in his connection with the Knights of Columbus. He belongs to the Commercial Club and is a member of the Portland Press Club and the Oregon Historical Society, and takes active interest in those projects instituted for the development of the city. He is a close student of public and municipal problems, and is president of one of the city improvement clubs which have done much for the civic betterment of Portland. He is a firm advocate of many of the measures to which the public conscience is being awakened with the result that effective work is being done along the lines of general reform and improvement. On all sociological and economic problems he keeps abreast with the best thinking men of the age and his ideas have influenced a considerable following.

BERNARD GOLDSMITH.

Bernard Goldsmith deserves to be especially remembered and honored by reason of his advocacy of a well developed park system in Portland and it was under his administration as mayor that City Park was purchased. A native of Germany, he was born November 20, 1832, in Munich, a son of Abraham and Esther Goldsmith. His elementary education was acquired in his native country and at the age of seventeen years he came alone to America. After a short period passed in New York city he made his way to San Francisco by way of the Panama route and subsequently removed to Crescent City, California, and also lived for a short time in southern California. He came to Portland about 1860. He had been engaged in general merchandising at Crescent City and had also bought gold dust there. On coming to Portland he took up the business of assaying gold and later turned his attention to the wholesale dry-goods business, which claimed his time and energies for a period. Subsequently, however, he became interested in steamboating on the Willamette and Columbia rivers and he was the prime mover and the head of the company which built the locks at Oregon City. During the later years of his life he gave his attention to numerous and various financial interests, which, capably managed, brought him substantial success and at the same time proved factors in the progress and material upbuilding of this section of the state.

Mr. Goldsmith was married in March, 1863, to Miss Emma Frohman, a native of Munich, Bavaria. They became parents of seven children, of whom five are living: J. S., a wholesale grocer of Seattle; Louis J., financial agent of Portland; M. M., a manufacturer of Seattle; May B., also of that city; and Alfred

S., who is engaged in the wholesale grocery business in Seattle. The mother passed away December 14, 1891, and the father's death occurred July 22, 1901.

Mr. Goldsmith was always reckoned as a most public-spirited citizen, interested in everything that pertained to the general welfare, to progress and improvement. He was a member of the Jewish church and was always active in the ranks of the democratic party. He was strongly opposed to slavery and was a stalwart advocate of any measure which he believed to be right. In 1868 he was elected mayor of Portland on the Union republican ticket. He foresaw the wisdom of purchasing property for parks when it could be obtained at reasonable rates, knowing that with the growth of the city there would be a demand for these public playgrounds and places of amusement and adornment. During his administration and largely through his influence City Park was purchased and in this connection as well as in other ways his name will long be known and honored.

JACOB GANSNER.

Jacob Gansneder, now deceased, who was well known in connection with the restaurant and hotel interests of Portland, was a native of Germany, born at Oberellenbach, Bavaria, on the 2d of June, 1871. His parents were Jacob and Teresa (Riedl) Gansneder, the mother having died in Germany where the father is still living. The latter was a farmer and stock man. Following those pursuits to provide for his family of twelve children, of whom Jacob was fourth in order of birth. He attended school in the county of Mallersdorf, Bavaria, and came alone to America when sixteen years of age. The spirit of adventure and hope of improving his financial condition led him to sail for New York when but a boy in years, and from the eastern metropolis he made his way to Milwaukee, Wisconsin, where he joined his older brother. He spent two years in that city and began learning the machinist's trade while there. He next made his way to Portland, for his brother, Anton Frederick Gansneder, had removed to the west about a year before. On reaching this state Jacob Gansneder became connected with restaurant and hotel interests, for some years occupying the position of chef. He was first connected in that capacity with the Model Restaurant and subsequently with Hotel Portland and later with the Louvre, one of the most popular and leading cafes of the city. In 1906 he opened Bismark Restaurant at No. 209 Morrison street, conducting it successfully until his death, and making it one of the best establishments in his line in the city. In the meantime his brother Frank had come to Portland about 1894 and worked with Mr. Gansneder and in 1906 started in business with him. He is now the proprietor of the Bismark Restaurant which is kept up to the high standard on which it was established by the two brothers. Through the capable conduct of this undertaking, Jacob Gansneder won a creditable measure of success, enabling him to leave his family in comfortable financial circumstances.

It was on the 25th of June, 1896, in Portland, that Mr. Gansneder was united in marriage to Miss Mary Platz, a daughter of John and Frances (Schneider) Platz, who on leaving Germany in 1884 became residents of Milwaukee, Wisconsin. Five years later they removed westward with their family and make their home in Portland throughout their remaining days. Mr. Platz passed away in 1891 and his wife survived until July 1, 1910. They had become the parents of seven children, namely: Mary, who became the wife of our subject; Frances, who wedded E. A. Ebersole, a shoe manufacturer of Portland; Louis, engaged in the hotel business in this city; Henry G., a cement contractor of this city; Katharine, the wife of H. M. Lescher, who is engaged in the bakery business in Seattle, Washington; Anna, who wedded Dr. H. V. Guiberson, of Kent, Washington; and Rose Teresa, who passed away in 1900. Mrs. Gansneder was

born in Furth-in-wald, Germany, and accompanied her father and mother when they sailed for the United States and again when they traveled across the continent to the Rose City. By her marriage she became the mother of five children: Francis A., M. Irene, Jacob F., Romuald Paschalus and Rosemary, all yet with their mother.

The death of Mr. Gansneder occurred August 22, 1910, and to Mount Calvary cemetery his remains were assigned. He always voted the republican ticket after becoming an American citizen, but never took an active part in politics. He held membership with the Catholic church and with St. Joseph's Society and in fraternal relations was connected with the Woodmen of the World and the Eagles. He was an ambitious, energetic business man who constantly sought and improved opportunities and was, moreover, of a social, genial nature, having many friends in Portland, particularly among his fellow countrymen. He was particularly adapted to his line of business and made a great success of it. Special attention is called to the fact that he came to this country without any educational qualifications, without money and without friends, and he nevertheless became a prominent factor in social and business circles. His life is a shining example of the truly self-made man.

JOSEPH DENNIS CREMEN.

Among those who became residents of Portland when the city contained only a few business houses on Front street, with a few surrounding pioneer homes, was Joseph Dennis Cremen. He was born in County Cork, Ireland, about 1827, and was educated by the Christian Brothers of that place. Cork has always been a center of learning and his instruction was liberal and thorough. Though many years have gone by since he was called to his final rest, those who knew him remember him as a well educated man, and further evidence of this is found in his beautiful and symmetrical handwriting as seen in his memoirs. At a day when the course of education in many American communities extended little beyond reading, writing and arithmetic, he was a student of grammar, one of his old text-books being still in existence, the little volume defining itself as "The Art of Learning to Speak English With Propriety." Old volumes of Byron and Moore indicated his literary taste and Plutarch, his knowledge of those whose lives throughout the ages have left their impress upon the pages of history. Crossing the Atlantic in early manhood, he was a resident of New York in 1848. The west, however, attracted him. The news of the discovery of gold had been received and he realized that it meant not only the development of mining but of other business interests which must spring up to meet the demands of the large influx of emigrants to the western coast.

Accordingly he determined to try his fortune in California and on the 5th of March, 1849, sailed on the steamship Lewis around the horn. While en route the vessel was shipwrecked. Although full steam was on, it made no headway against the strong winds, and another three minutes would have dashed it against the rock, when the captain discovered the situation, put the wheel to and turned the boat. The trouble occurred on the 2d of May, and only the crew but the passengers made their way to the land where they secured wood and water. The moss was so thick upon the ground as to render it spongy and the men stood upon the branches of trees to cut the wood. Members of the crew also secured wild geese and ducks which furnished a welcome addition to the cuisine.

On the morning of the 7th of July, about six o'clock, Mr. Cremen landed at San Francisco. It was largely a city of tents and rude cabins built upon the sand hills. After a short time he turned his attention to the grocery business, which he followed in that city for several years, after which he brought the stock of goods to Portland.

In 1861 Mr. Cremen was united in marriage to Miss Mary McGettigan, or Gatens, for so the name came to be spelled, the Irish form being dropped after the establishment of the family in America. Mrs. Cremen was born in St. Johns, New Brunswick, October 30, 1839, and came to California in 1857. Mrs. Cremen still has in her possession an interesting paper attesting the election of her husband to membership in Multnomah Fire Company, No. 2, a volunteer organization of which men who are recognized as among the most prominent and wealthy residents of the city were also members. He was likewise the first secretary of the Portland Hibernian Society, in which any man of Irish birth was entitled to membership. This was about 1859. He was also the secretary of the Washington Guards, the first military company organized in Portland. Thus associated with events of pioneer history, he well deserves representation in the annals of this city.

WILLIAM DAVID FENTON.

William David Fenton, one of the foremost corporation lawyers of the Pacific northwest, whose success and leadership not only at the bar but in other walks of life are due largely to his fearless expression of his honest conviction, which has ever been one of his strong and sterling characteristics, has been a resident of Oregon for forty-five years, arriving in Yamhill county when a youth of twelve. His birth occurred upon a farm in Scotland county, Missouri, June 29, 1853, his parents being James Davis and Margaret Ann (Pinkerton) Fenton. He comes of Welsh and English ancestry on the paternal side, the family having been established in America about 1790. The Pinkertons, however, trace their American ancestry back to 1746, when representatives of the name came from Scotland to the new world and settled in North Carolina. James Davis Fenton was a farmer by occupation and followed that pursuit in Scotland county, Missouri, until, attracted by the favorable reports which he heard concerning the northwest, he brought his family across the plains from Missouri to Oregon, traveling according to the primitive manner of the times and establishing his home in Yamhill county, in what was still a pioneer district, where the hardships and difficulties of frontier life must be encountered in the effort to develop a farm from land hitherto uncultivated.

William David Fenton, then a lad of twelve summers, bore his part in the arduous tasks of the farm but was not deprived of educational privileges which fitted him for labors of a wider scope. He had the opportunity of attending the Baptist College at McMinnville and afterward continued his studies in the Christian College at Monmouth, Oregon, where he was graduated in 1872. He was then a youth of nineteen years. Directing his labors into those channels which demand strong intellectuality, close application and keen analysis, Mr. Fenton prepared for the bar as a law student in Salem, Oregon, and in December, 1875, was admitted to practice. It was not until two years had passed, however, that he opened an office in Lafayette, Yamhill county, and entered upon the active work of his profession as a member of the firm of McCain & Fenton. They enjoyed a successful practice for three years and the partnership was then dissolved, Mr. Fenton being joined by a younger brother, with whom he was associated until 1885, when he went to Portland, attracted by the opportunities of the growing city. The death of his father in the following year, however, occasioned his return to Lafayette, where he remained from 1886 until 1889. In the latter year he opened a law office in Seattle but in June, 1890, returned to Portland, where he has since continued in the practice of law, winning a place in the foremost ranks of the corporation lawyers of this city. In June, 1891, he became counsel for the Southern Pacific Railroad in Oregon and a member of the law firm of Bronaugh, McArthur, Fenton & Bronaugh, an association that was main-

tained until the death of the senior partner in 1897, at which time the firm of Fenton, Bronaugh & Muir was organized. The withdrawal of Mr. Bronaugh in 1900 left the firm Fenton & Muir and in 1901 Mr. Fenton entered upon an independent practice, in which connection a large clientage has been accorded him. While he continued in the general practice of law, he has largely concentrated his efforts upon corporation law, in which field he is largely regarded as an authority in the northwest. While acting as counsel for the Southern Pacific lines in Oregon, he also represents in legal capacity the American Steel & Wire Company, the Standard Oil Company, the Pacific Coast Biscuit Company, the Equitable Assurance Society of New York and various other corporations, all of which find him adequate in mastering the intricate problems of corporation law.

While his law practice occupies the major portion of his attention, Mr. Fenton is nevertheless recognized as one of the political leaders of Portland, giving his allegiance to the democratic party until 1896, when his opposition to the silver plank in its platform led him to throw the weight of his influence in favor of the gold standard policy, since which time he has labored effectively in the interests of the republican party. He was elected as a democrat to the state legislature from Yamhill county in 1876 and was the nominee of his party for congress in 1882, in which year he was defeated by a small majority. Two years later he was made a Cleveland elector, but his ambition is not in the line of office-holding, his practice being too extensive and of too important a character to permit of greater activity in political circles.

On the 16th of October, 1879, Mr. Fenton was united in marriage to Miss Katherine Lucas, of Monmouth county, Oregon. Their family numbers four children, namely: Dr. Ralph Albert Fenton, of Portland, and Dr. Horace B. Fenton, also of Portland, both graduates of the University of Oregon, the former taking his medical course at North Western in Chicago, the latter, at Johns Hopkins; Kenneth L. Fenton, a graduate of Yale in 1910 and a member of his father's legal staff; and William David, Jr., a lad of fifteen years.

The qualities which have gained Mr. Fenton's preeminence in the practice of law also make him a valued member of the different societies with which he is connected. In Masonry he has attained high rank, having taken the degrees of the consistory and the Mystic Shrine and one of the few thirty-third degree Masons in Oregon. He also belongs to the Arlington Club of Portland and is a member of the Oregon Bar Association. A man of wide reading, thoroughly versed concerning the significant and vital questions of the day, his comprehensive understanding and his strong and forceful personality have made his labors an effective factor in all those fields to which he has directed his activity, and especially in the solution of those intricate problems upon which careful analysis must be brought to bear.

MATHIAS SPURGEON.

Vancouver is the home of many men who are living retired—men whose business ability has carried them from a humble financial position to a place of affluence, now enabling them to rest from further labor. Such is the history of Mathias Spurgeon, who has reached the age of seventy-two years, and is enjoying the fruits of his former toil in a pleasant home in Vancouver. He was born in Iowa, April 22, 1838, and was reared there to the age of fourteen years. During that period he had had the privilege of attending school for only one winter. Both of his parents being dead, he sought the opportunities of the Pacific northwest, making his way first to Oregon territory and then crossing the river to Vancouver in November, 1852. The journey westward was made over the old Oregon trail with ox teams and a covered wagon. There were five

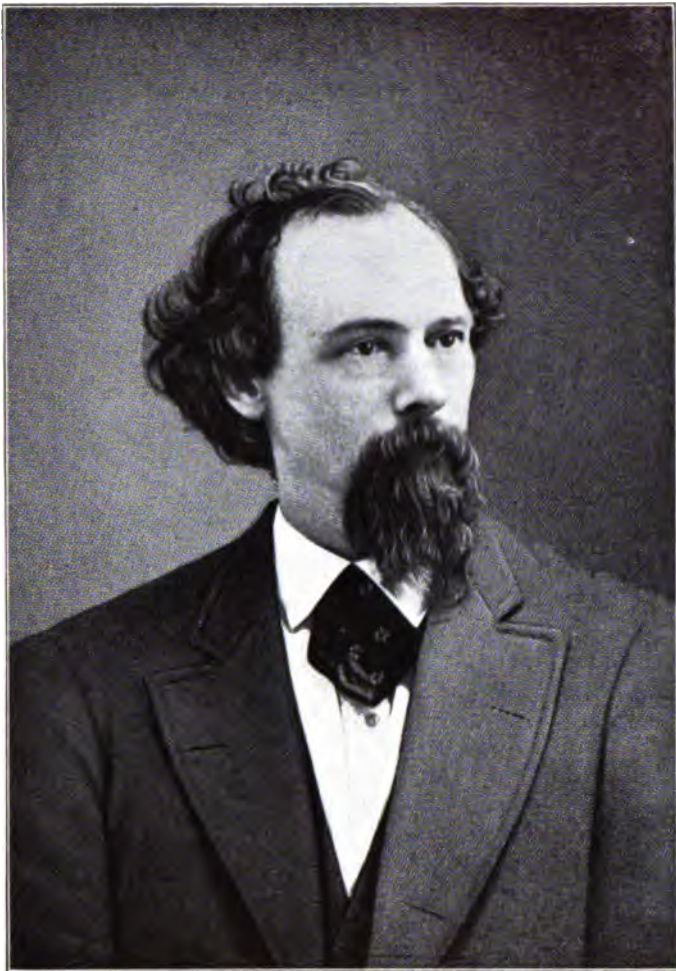
families in the party and they traveled after the slow and tedious manner of the times, experiencing hardships and privations by want of pasturage and water for the stock. After reaching his destination, Mr. Spurgeon went to live with William Dillon, a pioneer settler, under whom he worked until twenty-one years of age. He then made his way to the mountains and engaged in mining for a year, but was very unsuccessful. Subsequently he engaged in driving team for a year and thus made back the money he had lost in his mining venture. He afterward rented land which he cultivated for three years, during which period he saved enough to enable him to purchase the property, which consisted of one hundred and sixty acres. He still owns that place and one hundred acres that he purchased later, making a total of two hundred and sixty acres which return to him a good annual income. He continued to carry on farming and stock raising until 1905, and annually harvested good crops, while his stock also found a ready sale on the market. With advancing years he decided to put aside the more active duties of the farm and, renting his place, removed to Vancouver, where he built a home and lives retired. In the meantime, he had bought and sold much land in this vicinity, and had realized good returns from his investments.

On the 21st of October, 1877, Mr. Spurgeon was married to Miss Olive Dillon, who was born in Oregon and is a daughter of Jeremiah and Roxie Dillon, early pioneer settlers of this locality. Unto Mr. and Mrs. Spurgeon have been born the following named sons and daughters: Mrs. C. W. Nickols, of Vancouver; Mrs. H. Brooks, who has two children: Dean and Dale; John, who is engaged in fruit-raising in Vancouver; Mathias O., who is married and has one child, Olive Alice, and is the proprietor of a confectionery store in the same city; and Leo and Gerald, at home.

Mr. Spurgeon is a member of the Grange of Vancouver. He has never regretted his determination to seek the opportunities of the northwest. His early youth was a period of earnest, unremitting toil, and in fact on the guide posts of his life he has always found the word labor. What he has undertaken he has carried forward to success, and it is this which now numbers him among the substantial pioneer residents of his adopted city.

SAMUEL SHERLOCK.

The life history of Samuel Sherlock was the creditable record of a self-made man who, empty handed, faced the world at the outset of his business career but by skill at his trade, determination and close application worked his way upward, becoming in the course of years a leading wholesale harness manufacturer of Portland. He was born at New Ross, Ireland, about 1820 and his youthful days were spent amid the surroundings of town life in the community where his parents maintained their home. His education was acquired in the Erasmus Smith foundation schools and there he learned the harness maker's trade. The reports which reached him concerning the opportunities and advantages of the new world led him to seek a home in America and for a time he worked at New Haven, Connecticut, and at Newark, New Jersey. Owing to the fact that his brother William was a resident of Portland, he came to this city in the '50s by the water route and the isthmus of Panama, and his first work in this city was in making two side saddles. He was employed for a time by others but eventually established a harness shop of his own in connection with William Sherlock and Charles Bacon, who became the founders of what is now the George Lawrence Wholesale Saddlery Company. Mr. Sherlock continued to engage in the wholesale harness business until his death, which occurred on the 15th of July, 1876. While riding his horse one day he was thrown and the injuries sustained resulted in his death several days later, to the deep regret of



SAMUEL SHERLOCK



many friends who had learned to know and esteem him during the years of his residence in Portland.

Mr. Sherlock was a member of the Episcopal church and in politics was a republican. He held membership with the old guard fire department and was interested and active in support of many measures and movements which were elements in the city's early development and substantial progress. In business he was successful and died the possessor of a comfortable competence, although he came to Portland empty-handed.

JOSEPH A. FRIZZELL.

Oregon is coming more and more to recognize the great debt which she owes to her pioneer settlers, those whose courage and determination enabled them to make the long and difficult journey across the plains and bear the hardships, privations and trials of pioneer life when this state was still a sparsely settled region. Among the early settlers was Joseph A. Frizzell, who arrived in Oregon in 1852. He was for many years engaged in stock-raising but spent his last days in Portland. His birth occurred near Springfield, Missouri, March 9, 1843, his parents being Porter and Lilly (Porter) Frizzell. The father was a stockman and came to Oregon with his family in 1852, traveling by slow stages over the plains, his wagon drawn by oxen. It was a memorable year among the emigrants for cholera broke out all along the route and many died, so that the way was marked by new made graves almost from the Mississippi valley to the seaside. Porter Frizzell was the last victim of that dread disease, to which he succumbed after arriving in Oregon, his remains being interred in Sherman county. The mother succeeded in making her way with her large family of small children into the Willamette valley and settled near Bethel, in Polk county, where the sons and daughters were reared. The three brothers of our subject, William, Jason P. and George L., are living and one of the sisters, Mrs. H. M. McNary, is a resident of Portland, but another sister, Mrs. Alexander Holmes, has passed away.

Joseph A. Frizzell was the fourth in order of birth in this family. A location was made in Polk county, nine miles west of Salem, near the little town of Bethel, the mother taking up a donation claim in what was a wild and unsettled country. One of her relatives entered an adjoining claim and assisted her through the first year, but for a considerable period she and her family had a hard time. The eldest of the children was but sixteen and the youngest only two years of age. Joseph A. Frizzell and his older brother worked out breaking prairie with ox teams in order to obtain ready money with which to provide for the support of the family. The two elder boys made all of the rails to fence the place. As time passed one, however, things became easier, the prairie land was converted into productive fields and brought forth rich crops and the farm which is now a valuable property is still in possession of the youngest brother.

The educational advantages of Joseph A. Frizzell were necessarily very limited, but he became a practical business man, learning many valuable lessons in the school of experience, while reading and observation also broadened his knowledge. He remained upon the old homestead until about eighteen years of age, when he began mining at Florence, Nevada, following that pursuit for about two years. He then engaged with his brother William in teaming and freighting from The Dalles to Boise City, Idaho, carrying on that business for about three years, at the end of which time Joseph A. Frizzell purchased some sheep and settled upon a ranch in the wild country of Washington. The Indians were numerous but the white settlers were few. He devoted his attention to sheep for a few years and then turned his attention to cattle raising. Removing from Washington to Wheeler county, Oregon, he was thereafter connected

with the live-stock business in that locality up to the time of his death. He made his home upon his Wheeler county ranch until 1905, when the family went to Portland. Because of his live-stock, which he could not dispose of, he had to remain there for a time, and then joined his family in Portland, where he passed away on the 14th of May, 1910, his remains being interred in the Rose City Park cemetery.

It was on the 17th of October, 1872, in Salem, that Mr. Frizzell was united in marriage to Miss Polly A. Starbuck, a daughter of Elisha and Susan (Pierson) Starbuck, both of whom were natives of Hamilton county, Ohio. They came from Iowa to Oregon in 1863, crossing the plains and taking up their abode in Polk county, about four miles from Salem. The mother is now deceased, but the father is still living at the venerable age of ninety-two years. Unto Mr. and Mrs. Frizzell were born four children: Merritt L., a stockman of Condon, Oregon, who married Margaret Hardie and has five children, Ada, Riley, Frank, Jessie and Lester; Grace, the wife of Edward D. Payne, of Portland; Jessie, the wife of Edwin L. Steinhoff; and Blanch, who died in infancy.

Mr. Frizzell was a most considerate husband and father, who sought success that it might enable him to provide liberally for his family and give to them the comforts which make life worth living. During his residence in Wheeler county, his fellow townsmen, appreciating his worth and ability, called him to office, electing him to the position of county commissioner upon the republican ticket. It was said of him: "He was a good neighbor, always willing to help the needy, was a kind father and a friend to all." He took a deep interest in the history of the early days and at one time served as president of the Wheeler County Pioneer Society. When he removed to eastern Oregon the section in which he settled was an entirely undeveloped region and he took an active and helpful part in planting the seeds of civilization there. His life was, indeed, one of usefulness and his worth won him the strong and enduring attachment of family and friends.

JOHN BARRETT.

Attracted to the Pacific coast with the hope of gaining a fortune in the mines, John Barrett met with but poor success in his search for the precious metal and turned his attention to the plumbing business, which trade he had previously followed in the east. Here he found an occupation in which his labors counted as tangible factors in the attainment of a most desirable result and in the passing years he became the foremost representative of this line of business in the Pacific northwest. In the sea-coast city of Liverpool, England, with its immense shipping interests, John Barrett was born on the 13th of April, 1831. His parents, John and Catherine (Rooney) Barrett, were both of Irish descent and birth, but died in England. At the usual age their son John was sent to school and gave much of his attention to his lessons in Liverpool until seventeen years of age, when a spirit of adventure and desire to see the world caused him to run away from home in company with a young friend who later died in California. They sailed for New York and arrived in Williamsburg, on Long Island, which has since been annexed to New York city. He there learned the plumber's trade and became a very fine workman. His friend went to California about two and a half years after they landed in the United States, but Mr. Barrett continued to work at his trade in the east until about 1855, when he went to South Carolina, joining a brother Edward, who was captain of a packet ship. Later Edward Barrett died from the yellow fever and John Barrett also contracted the fever from nursing his brother, but recovered. He then returned to New York where he remained until 1861, when he started for the Pacific coast, making his way by the water route to Panama and, crossing the isthmus, he

embarked on the western coast for San Francisco. Soon after reaching that city he and a number of men went to the Fraser river mines. He followed mining for a short time but with poor success and made his way to Portland, where he met a number of men bound for the Idaho mines. He bought about one thousand dollars worth of supplies and went with them. He followed mining that season—this was about the year 1862—but again he had bad luck and returned to Portland, where for one winter he engaged in clerking for the old Howard Hotel. In the spring he entered the employ of C. H. Meyer & Company, plumbers, with whom he continued until 1867, when he formed a partnership with John Donnerberg, a fellow workman in the employ of Meyer & Company. They opened a plumbing shop on First street near Yamhill, and there engaged in business together for about four years. At that time they dissolved partnership and Mr. Barrett established an independent business on First street. He was numbered among the leading plumbers of the city until 1893, when he sold out to Crane & Company. In fact he had built up a very extensive business, the largest in the Pacific northwest. He had a contract for all the plumbing work for the old Oregon Steam Navigation Company and he was also one of the first men to be identified with the great sewer system of Portland. His expert workmanship was the source of his success and as his trade increased so that he found it necessary to employ others, he was always careful to secure the services of those who could do satisfactory work. Moreover he was interested in a number of other business projects of Portland in the early days but in the widespread financial panic of 1893 he lost quite heavily.

Throughout the period of his residence in Portland Mr. Barrett took an active and helpful part in promoting those projects which wrought for public progress and improvement. He was a very prominent member of the old volunteer fire department, No. 2, joining this soon after his arrival in Portland. He had previously been a member of the fire department of New York city. In politics he was a stalwart republican but would never hold office, preferring to do his public duty as a private citizen. His religious faith was that of the Catholic church and he was a most zealous advocate of the cause.

With the beginning of the year 1865 Mr. Barrett established a home of his own by his marriage on the 1st of January, in the old St. Mary's Catholic church of Portland, to Miss Margaret O'Connor, a daughter of Thomas G. and Alice (Slattery) O'Connor, both of whom were of Irish lineage. The mother died at Denison, Iowa, where they were the first white family to locate. Mrs. Barrett was born at Lebanon Springs, New York, and on the 12th of March, 1863, arrived in Portland in company with her father and two brothers, Michael and John. The former is now a merchant of Olympia, Washington, while the latter, who was associated in business with Mr. Barrett for a number of years, is deceased. Her father served as deputy under Marshall Hoyt and was killed while on duty. Unto Mr. and Mrs. Barrett were born seven children: John F., of Portland, who married Julia Beason and has four children, John F., Joseph G., Elizabeth and Katherine, the last two being twins; Katherine A., the wife of Thomas H. McAllis, of Portland, by whom she has one son, John B.; Thomas W., who graduated from the medical department of the Columbia College of New York and was for six years a successful physician of Portland, whose career was terminated by death; Joseph M., of this city; Edward D., of Portland, who wedded Elizabeth Elliott; Inez, at home; and Rodney G., who died in infancy. The family are all members of the Catholic church and Mrs. Barrett belongs to the Ladies' Aid Society and the Altar Society. She was also one of the charter members of St. Ann's Society. After disposing of his plumbing business in 1893 Mr. Barrett lived retired until his death, which occurred September 12, 1910, his remains being interred in Riverview cemetery. He left considerable real estate for as the years passed and his financial resources increased he had made judicious investments in property. The spirit of enterprise and progress

actuated him at all times and was manifest not only in his business affairs but also in his connection with Portland as a citizen and as a supporter of measures that tended to promote the political, intellectual, social and moral progress of the community.

W. H. H. MORGAN.

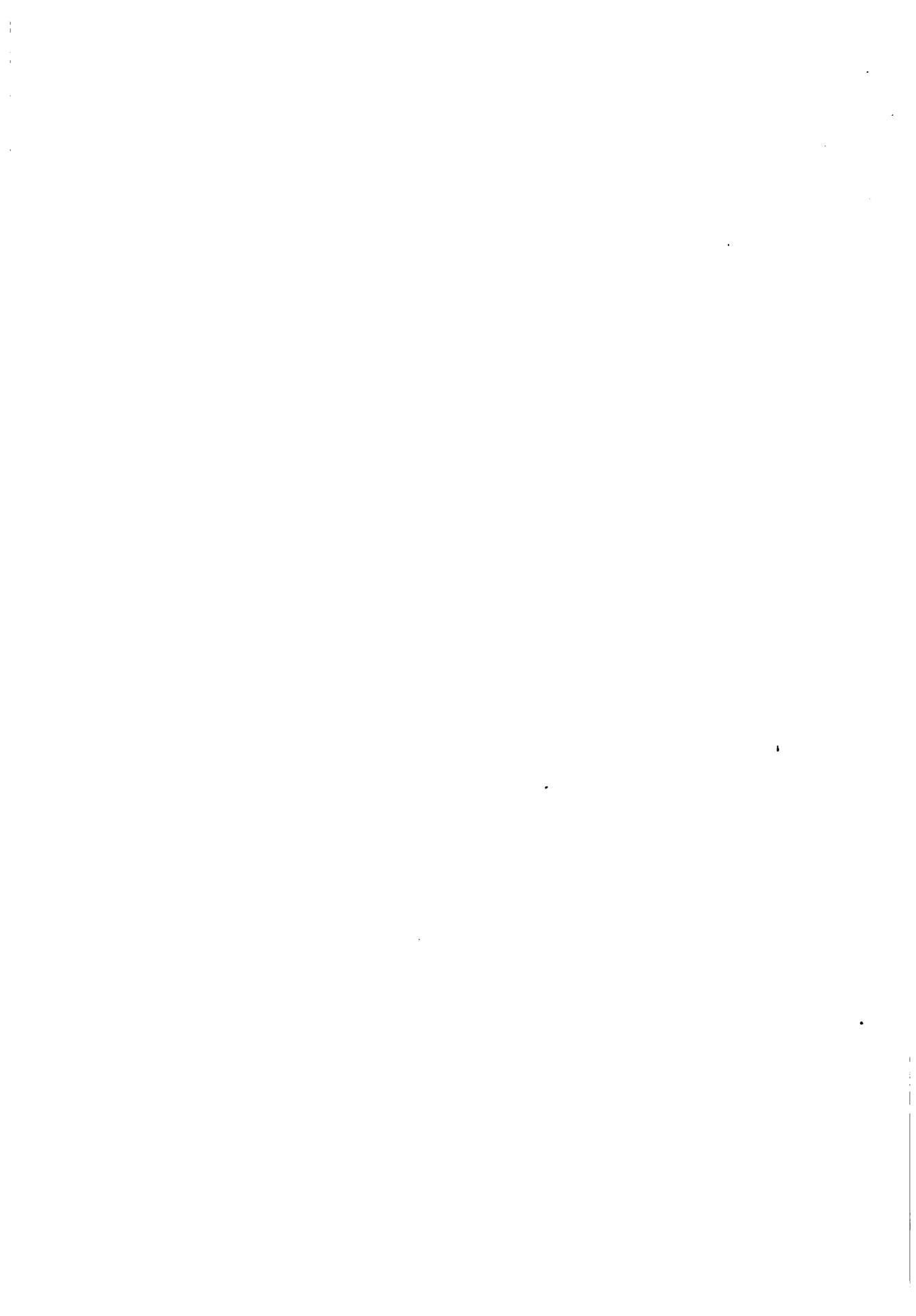
W. H. H. Morgan, residing in Portland and engaged in the live stock business, was born December 8, 1840, in Ohio, a son of Edward and Mary (Shirley) Morgan. The father was born in London and the mother, a native of Virginia, was of German descent. They were among the early settlers of Ohio and in his native land Edward Morgan learned and followed the shoemaker's trade. He was married in that country and with his wife and three children came to the United States when about thirty years of age. Subsequently he lost his first wife and wedded Mary Shirley. In Ohio he followed the occupation of farming and thus provided for his family, which numbered altogether twenty-two children, born of the two marriages.

After living in the Buckeye state Edward Morgan removed to Iowa, where he resided for two years. In 1845 he started across the plains with ox teams to the far west, traveling with a large wagon train which slowly wended its way toward the Pacific coast, six months elapsing before the end of the journey. Mr. Morgan at length reached Linnton, Oregon, which lies just across the river from St. Johns and within a few miles of Portland. There was only one log cabin on the present site of Portland at that time. Mr. Morgan located in the center of Sauvie's island, where he took up six hundred and forty acres of land as a donation claim. Later, however, he sold that property and in 1850 removed to the farm which is now owned by his son, W. H. H. Morgan. At that time he secured six hundred and forty acres of land, for which he paid one hundred dollars. This place is fourteen miles north of Portland. At that time there were comparatively few white men in this section and most of them had squaw wives. Mr. Morgan built a house of hewed cottonwood logs. In the family at that time there were the parents and seven children. They had two yoke of cattle and one cow. The log cabin remained the home of the family for about eight years, after which Edward Morgan built a frame dwelling, purchasing the lumber from Mr. Wells at Milwaukie. Later his son, whose name introduces this review, erected a fine residence upon the farm. The father died in 1872 at the ripe old age of eighty-four years, and the mother passed away in 1875 at the age of sixty-six years. In politics he was a very strong abolitionist in ante bellum days and when the republican party was formed to prevent the further extension of slavery into the north he joined its ranks. However, he would never consent to hold office but in other ways did all he could to promote the success of his party and secure the adoption of its principles. He was a lifelong and devoted member of the Baptist church and always lived in consistent harmony with his professions. He always followed farming after coming to Oregon but at length sold his place about fourteen miles from Portland and removed to Clackamas county, while later he became a resident of Washington county. A daughter of the family, Mrs. Julia Ann Freeman, is now living in Portland, while another daughter, Mrs. Katherine Dunn, lives on Sauvie's island and still another one, Mrs. Lucinda Boynton, is living in the Willamette valley. A son, George, makes his home in Washington county and Edward in Roseburg, Oregon, while still another daughter, Mrs. Sarah Ott, is living near Fort Madison, Iowa, at the very advanced age of eighty-nine years.

W. H. H. Morgan, brought to Oregon in 1845, was reared amid the wild scenes and environment of pioneer life. The river courses of the state made their way between banks upon which great pine forests grew and through the forests the Indians roamed at will, far outnumbering the white settlers who had



W. H. H. MORGAN



ventured into the western wilderness to plant the seeds of civilization here. The unsettled and undeveloped condition of the country was such that Mr. Morgan had practically no school privileges. The homes of the settlers were too far distant from each other to permit of public schools being maintained and the education which Mr. Morgan has acquired has come to him through his reading, observation and broadening experience. He has always followed farming and stock-raising and in the fall of 1864 he purchased one-half of his father's farm and later bought the other half of his brother-in-law, so that he is now the owner of the old homestead property.

It was on the 30th of April of that year, at Vancouver, Washington, that Mr. Morgan was united in marriage to Miss Sarah E. Orchard, a daughter of Jesse C. and Minerva Ann (Medford) Orchard. She was born in Texas and in 1852 came over the plains with her parents to Oregon, the journey being made with ox teams. Her father had followed farming in Texas and on reaching this state settled in Polk county, where he resided until 1862, when he came to Multnomah county. Here he took up one hundred and sixty acres of land, which he cultivated for a time, but later sold that property and removed to eastern Oregon, his death occurring in that part of the state. His wife passed away in Washington. Of their children Mrs. America Ann Thomas lives in Portland, while James A. and Jasper are residents of Washington and two sons, John O. and Oscar, are in California. The marriage of Mr. and Mrs. Morgan was blessed with eleven children: Charles C., who died in childhood; Elmina, the wife of David Kurtz, of Portland, and the mother of two children—Roy and Alma; Nellie B., at home; Nettie, the wife of Verne Jeffrott, of Portland, by whom she has one son, Morgan; Daisy, at home; Luella, the wife of W. S. Copeland, of Sauvie's island; Alba, of Portland, who married Madge Kay and has one son, William K.; Laura, the wife of Amor C. Spencer, of Portland, and the mother of one child, Helen E.; Newton, of Portland, who married Bessie Monroe; and two who died in infancy.

In his political views Mr. Morgan has always been a republican but the honors and emoluments of office have had no attraction for him. He lived a busy and useful life upon the farm which he still owns and which has been in possession of the family for sixty years. At length he retired from farming in 1897 and took up his abode in Portland. Previous to this time he would spend the summer months upon the farm and the winter seasons in Portland in order to give his children the benefit of educational advantages here offered. In 1906 he erected a fine residence on Hawthorne avenue, where he now resides. Few have longer been residents of Oregon than Mr. Morgan, who since 1845 has lived within the borders of the state, which, however, was under territorial government at the time of his coming and included the state of Washington. At that day wild beasts and birds dwelt unmolested in the forest and the white man had disputed with the Indian to only a slight extent concerning the ownership of the land. The great, vast regions of the state were unclaimed and Portland, the beautiful Rose City of the present, had then but a single house—a log cabin. Mr. Morgan has therefore been a witness of the entire development of the city and along agricultural lines has contributed to the upbuilding and progress of this section. He is indeed an honored resident of the northwest.

JOHN WELCH, D. D. S.

At the time of his death, which occurred in Portland July 11, 1905, Dr. John Welch was one of the oldest and one of the most successful dental practitioners of the Willamette valley. He had followed his profession in both Oregon City and Portland and at all times had kept in touch with the advancement made by representatives of the dental fraternity, both in the work of

the operating room and in the manufacture of dental appliances and supplies. It was not alone his business ability or his professional skill, however, that gave him a place with the prominent residents of Portland, but also the social qualities, enterprising spirit and progressive citizenship which at all times were strongly developed characteristics of his life. He was born in Mineral Point, Wisconsin, on the 13th of September, 1836, a son of William and Jane (Bogges) Welch. His father, a native of Virginia, was reared in the usual manner of farm lads and devoted his attention to agricultural pursuits until 1833. At that time excitement was running rife concerning the discovery and development of the lead mines in Wisconsin and he removed to Mineral Point, where he was connected with mining interests until 1838. In that year he became a resident of Camanche, Iowa, and again took up the occupation of farming which he followed until 1850. In early manhood he had wedded Miss Jane Bogges, a native of Kentucky. Their children were largely reared upon the Iowa farm to which William Welch devoted his time and energies until 1850 when, accompanied by his son John, he started for California, crossing the plains with horse teams. They completed the journey between the Missouri river and Placerville, California, in just ninety days—a remarkably short trip—for it usually required five or six months for the wagon trains to cover the same ground. The father and son at once went to the mines and were engaged in a search for the precious metal for four years, at the end of which time they returned by way of the isthmus of Panama to their Iowa home. In 1863 the father once more crossed the plains, again driving horses. This time, however, Oregon was his destination and he was accompanied by his family, for he had determined to take up his permanent abode in the northwest. They traveled by easy stages until at the end of five months they reached Clackamas county where Mr. Welch secured land, becoming identified with the agricultural interests of the Willamette valley. He remained a respected farmer of that locality up to the time of his death.

Dr. Welch, spending his youthful days in his parents home, had supplemented his early public school education by study in the Rock Island (Illinois) Seminary. He determined upon a professional career and took up the study of dentistry in the office and under the direction of Dr. W. J. Lawrence, of Lyons, Iowa, with whom he remained for a year. In 1857 he located for active practice in Chillicothe, Missouri, and later followed his profession in Georgetown, Missouri. He was married on the 17th of April, 1859, to Miss Elizabeth Clements, of Fairview, Missouri, and soon afterward they went to Chicago where Dr. Welch resumed his studies in the office of Dr. E. Carpenter, an eminent dentist of that city. He studied and practiced in Chicago until 1863 when he and his family accompanied his father and family on the removal to Oregon.

Dr. Welch opened an office in Oregon City and concentrated his entire energies upon his practice there until 1870 when, noting the substantial growth and development of Portland, he also began practicing in the latter city. He continued both offices but lived in Oregon City until 1888 when he purchased a residence at the corner of Sixteenth and East Everett streets, where he lived until his death and which was the family home for twenty years. Dr. Welch maintained his office for fourteen years in the Union block, at the corner of First & Stark streets and followed both operative and mechanical dentistry. He also carried a stock of dental goods and had a branch establishment at Spokane, Washington, in order to supply the trade of the northwest. He was regarded as a highly skillful dentist and continually promoted his efficiency through reading and investigation, keeping in touch with the most advanced work of the dental fraternity throughout the country. In his later years he was one of the oldest practitioners of Portland and ever maintained his place as the foremost representative of the profession.

Unto Dr. and Mrs. Welch were born the following children: Dr. William Edward, who married Julia Smith and practices his profession at Rainier, Oregon; Robert Sterling, who became a dentist but is now deceased; John C., of Portland, who married Alice Wallace and had three children, Mary A., John W. and Margaret J.; Henry, who wedded Fanny Hendren and lives near Hillsboro, Oregon; Frank P., who is a dentist, married Elizabeth Mock, but is now deceased; Catherine J., the wife of Dr. Cawood, of Portland, and the mother of two children, John R. and Elizabeth; Reuben; Anna Elizabeth, the wife of George H. Tuttle, of Portland; and Benjamin T., at home.

Dr. Welch was laid to rest in Riverview cemetery. His death was indeed a deep blow to his family, to whom he had ever been a devoted and loving husband and father. He was also a loyal member of the Independent Order of Odd Fellows, was one of the organizers of the state board of dental examiners and was appointed one of the four members of that body. He held to high professional standards and to lofty ideals of citizenship and of manhood, and thus won for himself an exalted position in the regard and friendship of those with whom professional and social relations brought him in contact.

CHARLES H. DYE.

Charles Henry Dye's first ancestor in America was a Dane who came with the Dutch founders of New Amsterdam, and Dey street, New York city, is named for the family cow pasture on the island of Manhattan. A grandson, Andrew Dey, or Dye as it came to be spelled, went to Maryland and there married Sarah Minor, own cousin to the wife of George Washington, and Colonel Dye's place was Washington's headquarters, mentioned in Irving's Life of Washington. At the close of the war, in lieu of money, the Revolutionary veterans were paid in Ohio lands, and Andrew Dye moved to Miami county, Ohio, where he lived until 1835. Four years later, in 1839, Henry Dye, father of the subject of our sketch, emigrated from the Ohio home to the newly opened Black Hawk Purchase in Iowa, where, on a farm near Fort Madison, in August, 1856, Charles Henry Dye was born, next to the youngest of a large family of brothers and sisters.

In 1878 Charles H. Dye graduated from Denmark Academy, Iowa, and entered Oberlin College, Ohio, where he won oratorical honors and graduated with distinction in 1882, and a week later was married to his college classmate, Eva L. Emery. After six years in school work, as principal of a high school and an academy, Mr. Dye entered the law department of the State University of Iowa at Iowa City, graduating in 1889 and winning the prize for the best legal thesis of that year. Settling in Oregon City in 1890, Mr. Dye immediately identified himself with the best interests of the community and has held the offices of deputy district attorney, city attorney and representative in the state legislature, where among other bills he introduced an act known as the union high school law, now in successful operation throughout the state of Oregon.

Mr. Dye was president of the Oregon City Board of Trade for some years, until it was merged into the present Commercial Club of Oregon City, of which he is an active member. In both organizations Mr. Dye has always been identified with the movement for good roads and all other public improvements. Mr. and Mrs. Dye were the originators of the Willamette Valley Chautauqua Association that grew out of a Chautauqua circle at their home in 1894 and has now developed into the largest and most popular educational assembly in Oregon, of which association Mr. Dye has been an executive officer from the beginning.

Politically Mr. Dye has been a consistent advocate of clean politics, a republican and a believer in the idea that laws should be made and administered for the protection of the weak rather than to aid the strong, that at present laws are enacted too largely to protect property rather than to aid all men to have an equal opportunity, that the rich and strong will take care of themselves, the poor and the weak need the protection of organized society; he believes, too, that the saloon is a public menace and should be suppressed by law. In the advocacy of this and other public causes, he has spoken in almost every precinct of Clackamas county, and for twenty years has been before the public as a lawyer who settles difficulties rather than encourages litigation. In connection with his practice he has built up a reputation for business ability and unimpeachable integrity. He is a member of the Congregational church, where for many years he was a superintendent of the Sunday school and is now teacher of its Bible class for men.

Mr. and Mrs. Dye have four children: Emery C., born in 1884, was graduated from Oberlin College in 1905; Trafton M., born in 1886, was graduated from Oberlin College in 1906, from the law department of Columbia University, New York city in 1910, and is now a practicing attorney in Portland, Oregon; Everett W., born in 1896; and Charlotte Evangeline, born in 1897.

EVA EMERY DYE.

Eva Emery Dye was born in the old town of Black Hawk's Indian prophet, Prophetstown, Illinois, shortly before the breaking out of the Civil war. Her first poem was written at eight years of age and at fifteen she began to be known as "Jennie Juniper," in the local press of Illinois and Chicago. Deciding even then upon literature as a life work, in 1874 she went to Oberlin College, Ohio, graduating in 1882, after seven years of classical study, including the usual courses of literature, history, mathematics, Latin, French and German, with Greek as a major throughout. Miss Emery, who was called the "poet laureate" of the college, wrote the Latin class song and in due time received the degrees A. B. and A. M.

One week after graduation she was married to her class-mate, Charles H. Dye, of Fort Madison, Iowa, and removing to that state was able to devote but fragments of her time to fugitive verses until 1890, when Mr. Dye took up the practice of law in Oregon City, Oregon. Amid the general cares of wife, mother and housekeeper, Mrs. Dye wrote "McLoughlin and Old Oregon," published in June, 1900. This book met with instant recognition from the best literary critics of the country and is now in its seventh edition. Two years later "The Conquest, The True Story of Lewis and Clark," appeared, thousands of copies selling before it left the press. Sacajawea, the heroine of this book, was hailed as a second Pocahontas, and the foremost sculptors of America have vied in chiseling statues in her honor. First Bruno Louis Zimm, of New York city, was commissioned by the Louisiana Purchase Exposition to prepare a statue for the St. Louis Fair in 1904. The noted sculptor spent a year in special preparation, visiting Wyoming and studying the Shoshone tribe, to which Sacajawea belonged. A second statue, cast in bronze, costing seven thousand dollars was designed by Alice Cooper, a pupil of Lorado Taft, after directions outlined by Mrs. Dye. This statue, (see frontispiece) erected by the women of the northwest, in honor of the brave Indian girl and pioneer mother who led Lewis and Clark through the mountains of the continent, was unveiled at the Lewis and Clark Fair in July, 1905, and now stands in the City Park of Portland, Oregon. A third statue, to which the legislature of North Dakota appropriated fifteen thousand dollars, was modeled by Leonard Crunelle, and unveiled in May,

1910, on Capitol Hill as Bismarck, North Dakota. The grave of Sacajawea has been located at the Wind River Indian agency in Wyoming and a bronze tablet was unveiled there in March, 1910. Petitions, originating in New York city, have been sent to the secretary of the treasury for a vignette of Sacajawea upon the new bank notes to be issued by the government. The Montana Daughters American Revolution, have a movement on foot to secure a statue, and the Sacajawea Chapter, D. A. R. of Olympia, Washington, are also preparing to raise a monument in her memory. There is also talk of a statue in Idaho, where Sacajawea is supposed to have been born. Other statues have resulted from "The Conquest," among them a fountain to Chief Paducah, by Lorado Taft, erected by the women of the Kentucky town, Paducah, after consulting with Mrs. Dye concerning that notable Indian mentioned in "The Conquest;" also one to Chief Mahaska, in Iowa, and several to George Rogers Clark, and other leading figures in that epic of our national life. In time, Mrs. Dye hopes to see every character mentioned commemorated with a heroic statue by the respective states to which they belonged.

In 1906 Mrs. Dye's third book was published, "McDonald of Oregon, A Tale of Two Shores," recounting the actual adventures of Ranald McDonald, whose break into Japan, where he taught the first school in English, prepared the way for Commodore Perry. After a sale of forty thousand copies, Mrs. Dye's publishers, A. C. McClurg & Company, of Chicago, are preparing new editions of these standard works. Altogether, Mrs. Eva Emery Dye has done more than any other writer since Irving to popularize the dramatic story of the new northwest. She is now engaged upon a tale of "Old Oregon and Hawaii."

HENRY ALBERS.

Along the line of constructive effort Henry Albers has directed his labors and through the development of one of the important productive industries of Portland has come to be recognized as a leading business man of the city, being now president of the Albers Brothers Milling Company. He was born at Lingen in the province of Hanover, Germany, April 13, 1866. His father, Hermann Albers, was a grain merchant at that place and in 1895 came to America, settling at Portland. He was taken ill when en route, so that he did not engage in business here and his death occurred in this city in 1896. He was accompanied by his family of five sons and one daughter: Bernard, who for a short time engaged in the grocery business and then established the Albers Brothers Milling Company, of which he was president until his death in 1908; Henry and William, both of Portland; George, of Seattle; Frank, of San Francisco; and Mrs. Frank Terheyden, of this city. The mother, whose maiden name was Theresa Voss, had died in Lingen about 1878.

Henry Albers was educated in the public schools of his native city to the age of fifteen years, when he began learning the flour milling business, in which he has since been engaged. Coming to America in 1891, he was associated with his brother Bernard and with Thomas Schneider in establishing in May, 1895, a cereal mill across the street from their present location. The business was organized as the Albers-Schneider Milling Company. After three years they removed to their present site and a short time subsequent the Albers brothers purchased the interest of Mr. Schneider. In 1901 George, Frank and William Albers, who had been in the employ of the company since its inception, became members of the firm, which was then reorganized under the name of the Albers Brothers Milling Company. Bernard Albers died in 1908, at which time Henry Albers became president. The other officers are William Albers, vice president; George Albers, secretary; Frank Albers, treasurer; and Joseph Demming, together with

the other officers, a director. They began the enterprise on a small scale, having a little mill that Henry Albers operated alone, Bernard Albers attending to the office and business. Three years later they purchased a new mill, which they installed with modern machinery in order to meet the increase in business. In 1902 their plant was destroyed by fire and their present building was erected for them. In 1900 they leased a mill in Seattle, of which George Albers has charge, thus extending the scope of their activities. In 1902 they purchased the mill at Seattle and also one in Tacoma, of which Frank Albers had charge until 1909 and which they are still operating. In January, 1909, they purchased a mill in San Francisco, which is operated under the name of the Del Monta Milling Company, now the Albers Brothers Milling Company, and Frank Albers went to that city to assume the management there. They likewise have a branch store in Oakland and they own a dock in Portland, known as the Albers Docks Nos. 1, 2 and 3, covering six hundred feet. Since 1902 they have given their attention principally to the manufacture of cereals, their principal brands being Violet Oats, Pearls of Wheat, Columbia Oats, Columbia Wheat, Violet Wheat and many other package cereals as well as all kinds of grain products. Their Peacock buckwheat flour is one of the most successful. They are now erecting a new plant at Front and Lovejoy streets, which will have one thousand feet of water front and the building will be six stories in height. This will be the largest enterprise of the kind on the Pacific coast. Two hundred and fifty workmen are employed and the business is continually growing along healthful, substantial lines.

Mr. Albers is a member of the Chamber of Commerce and the Commercial Club and is interested in all the projects and plans of those organizations for the development and improvement of Portland and for the exploitation of its resources. He also holds membership in the Rotary Club, in the Elks lodge and with the Knights of Columbus and is a member of the Roman Catholic church. He gives his political support to the republican party but has never been an office seeker. In 1901 he paid a visit to his birthplace and made a trip throughout Europe and he plans to spend more time in travel. Of plain, unassuming manner, pleasant and courteous, his social qualities and genuine worth are widely recognized and have made him popular with a large circle of friends. His business ability has placed him at the head of the most prominent milling company of the northwest, the success of which is attributable in no small degree to his efforts, for he has been connected therewith since the inception of the business.

CAPTAIN JAMES W. SHAVER.

In Captain James W. Shaver is found a representative in the second generation of the Shaver family closely identified with the development and progress of the northwest. He has made his home in Portland almost continuously from the age of six months, and for a long period has been closely associated with navigation interests as the head of the Shaver Transportation Company. This company has owned and operated its own boats and Captain Shaver as secretary and treasurer of the company is now devoting his attention to the management of its interests which are of large importance, having reached extensive proportions. It is true that he entered upon a business already established, but in increasing its activities and enlarging its scope he has displayed notable individuality and business ability as manifest in powers of organization and also in the correct solution of difficult navigation problems.

A native of Oregon, Captain Shaver was born at Waldo Hills within five miles of Silverton, October 2, 1859. His father, George Washington Shaver, was born in Campbell county, Kentucky, March 2, 1832, and received a fair education in the schools of that state. He was a young man at the time of the removal of the family to Missouri, and it was while living in that state that his



J. W. SHAVER

keen interest was awakened in the west and its future prospects. Attracted by the discovery of gold in California, he crossed the plains with a party who traveled with ox teams and wagons in 1849. They made the long and tedious journey across the plains and through the mountains and at length their eyes were gladdened by the sight of the green valleys of California. A desire for gold drew him to the west, but he did not meet with the success he anticipated in his search for the precious metal, and his failure in mining ventures led him to turn his attention to southern Oregon, where he likewise tried mining for a time. On the 2d of February, 1854, however, Mr. Shaver arrived in Portland and in this city he was united in marriage to Miss Sarah Dixon, a daughter of a pioneer, with whom he returned to his farm in Marion county. While they were living upon the farm four children were born unto them and six others were added to the family after they became residents of Portland in 1860, their home at that time being established in what was known as the Elizabeth Irving addition. The children were as follows: John R., who was sheriff of Clackamas county and was shot in the performance of his duty, dying at Oregon City; Mrs. Alice Wittenberg, of Portland; James W.; Lincoln, who is captain and chief engineer of the Shaver Transportation Company; George M., who is a partner in the same company; Delmar, who is actively interested in its management; Pearl, the wife of George Hoyt, of Portland; and Susie, the wife of A. S. Heintz, also of this city.

The father engaged in business as a dealer in wood and for many years furnished that commodity to the steamboats making the trip between Portland and San Francisco. He also supplied the wood used as fuel on river boats and barges and thus one by one the timber tracts of the region were cleared, Mr. Shaver probably cutting more acres of timber land than any man of his time. He also became interested in the transportation business as carried on by way of the rivers and was president of the Shaver Transportation Company, of which his son, James W. Shaver, became secretary and treasurer.

The death of George W. Shaver occurred October 26, 1900. A contemporary biographer said of him: "He was not only a man of sound business judgment and capacity for observation and action, but also in his character embodied all that is excellent and of good report. No worthy cause of Portland but profited by his generosity and large-heartedness; no friend but was benefited by his counsel and assistance. To the end he retained in increasing measure the confidence of all with whom he was ever associated and to his family and friends he left the heritage of a good name."

Captain James W. Shaver, the second of the surviving sons of the family, was only six months old when his parents became residents of Portland, so that his education was acquired in the schools of this city. He was still quite young when he became interested with his father in business, both in the conduct of a livery stable in East Portland and the management of a large cord wood enterprise that embraced a woodyard in East Portland and also at the Shaver dock upon the river. At that time the sale of wood for fuel was one of the important industries, as it was used on all steamboats and transportation lines. This naturally drew the attention of Captain Shaver to the boating business, in which he embarked in 1880 in partnership with Henry Corbett and A. S. Foster. They purchased the business of Captain Charles Bureau and conducted the undertaking as the Peoples Freighting Company. Mr. Shaver became manager of the company and also captain of the *Manzanilla*, a river boat plying between Portland and Clatskanie. Not long afterward Captain Shaver purchased the interest of Mr. Foster in the business and Mr. Corbett withdrew, while George W. Shaver became a member of the firm. The business was then reorganized on the 10th of June, 1893, under the name of the Shaver Transportation Company, with the father as president and the son as secretary and treasurer. In 1889 they built a boat which was called the *G. W. Shaver*, and in 1892 they placed upon the river the *Sarah Dixon*, named for Captain Shaver's mother.

Later the Manzanilla was sold, while the Shaver and Dixon performed all the work of the company until 1900, when they disposed of the Shaver. The same year, however, a towboat called No Wonder was purchased for towing logs and in 1901 the firm built the Henderson, also used for towing purposes. They built the new Dixon and the Wanna in 1906 and the new Shaver in 1908; bought the Cascades in 1909; and built a one hundred horse power launch, the Echo, in 1910. The company has a towing contract for twelve of the mills of Portland and its crafts are continuously seen upon the Columbia and Willamette rivers, performing an active and important part in the clearance of the enormous water business of the state, transporting the output of great lumber mills to their respective destinations. For a long period James W. Shaver was captain for the company but in later years has devoted his time to the business management, the firm having offices at the foot of Davis street. Familiar with every phase of river business, his carefully formulated plans are resultant factors in the achievement of success and have placed the Shaver Transportation Company in a conspicuously prominent position among the representatives of river interests in the northwest. He is also president and part owner of the Clatskanie Transportation Company.

Mr. Shaver was married in Portland in 1886 to Miss Annie Scholth, a representative of one of the pioneer families of the state. He belongs to the Woodmen camp and affiliates with the democratic party in national politics, but his interest and activity have chiefly centered upon his business affairs which, carefully guided, have reached a considerable magnitude. Among those familiar with his history he bears an unassailable reputation for business integrity, his record conforming at all times to the highest standard of business ethics and presenting no esoteric phase.

BEN RIESLAND.

Although one of the younger members of the Oregon bar, Ben Riesland has gained gratifying recognition for his ability since coming to Portland. He was born in Two Rivers, Wisconsin, March 7, 1877, a son of Frederick W. and Caroline (Weisenborn) Riesland, who removed to a farm in Lac Qui Parle county, Minnesota, and Ben Riesland spent his early youth upon their farm there. Later his parents removed with their family to Bigstone, Grant county, South Dakota, where he attended the public schools, and later became a pupil in the high school of Ortonville, the county seat of Bigstone county, Minnesota. Subsequently he engaged in teaching in Grand Forks county, North Dakota, after which he completed his education at the university of that state and was about ready to graduate with the class of 1899, when an attack of typhoid fever obliged him to leave college.

Later in the year Mr. Riesland went to Seattle, Washington, and in February, 1900, came to Portland. Afterward he engaged in the real-estate business in Tillamook, Oregon, where he remained until 1903, when he returned to this city and published the Lewis & Clark Journal, the official bulletin of the fair. The fall of 1904 he engaged in the real-estate business, at the same time pursuing a law course at the University of Oregon, from which he was graduated in June, 1906, with the LL.B. degree. On the 20th of that month he was admitted for practice before the Oregon bar and on the 2d of December, 1907, before the United States courts. He has been engaged in active practice here since September, 1907, and although he engages in general practice, he is nevertheless making a specialty of real-estate and probate law. His professional duties, however, do not occupy his entire time and attention. In 1910 he organized the Western Securities Company, of which he is the president, and which handles a large general real-estate, mortgage, loan and insurance business. He is also interested in various other enterprises.

Mr. Riesland is an active republican, and has been identified with many public movements for municipal progress and upbuilding. He is president of the Seventh Ward League, of which he was one of the founders and was the first secretary of the United East Side Improvement Club. He is a member of the Young Men's Christian Association, and belongs to the county and state bar associations. Mr. Riesland has been recently appointed as member of the executive committee of the republican state central committee, and is very actively interested in politics. He is one of the organizers and was first president of the Forty-fifth Republican Club. The interests which figure most largely in his life are those which promote the development of the individual and the city, and are therefore equally helpful and worthy.

Mr. Riesland was married April 28, 1903, to Miss Emily Queen Kelty, of Portland, a niece of the late Harvey Scott, of whom a record appears on another page in this volume, and with their little son Carl, six years of age, they reside at No. 1198 Harold avenue.

FREDERICK VAN VOORHIES HOLMAN.

Frederick Van Voorhies Holman, attorney and counselor at law, who has been identified helpfully with the growth and development of Portland, was born in Pacific county, Washington, at a time when that section was still a part of the state of Oregon, his natal day having been August 29, 1852. His parents were James Duval Holman, a native of Woodford county, Kentucky, and Rachael Hixson (Summers) Holman, who was born in Fleming county, Kentucky, and was a daughter of Thomas Summers. The ancestry of the family is traced back to Thomas Holman, who came from England and settled in South Carolina in 1730. His grandfather, John Holman, who was born in Kentucky in 1787, was a veteran of the war of 1812 and came to Oregon with the first home-building emigration in 1843. The grandmother, Elizabeth Duval, was a native of North Carolina. James Duval Holman, the father, was an enterprising Oregon pioneer of 1846, who became one of the founders of Pacific City. He did much toward the upbuilding of Oregon in the early days. In 1857 he came to Portland and continued his residence here throughout the remainder of his life. The J. D. Holman school of this city was named in his honor as a public recognition of the important services which he rendered in the improvement and development of this city. He was one of the early school directors of school district No. 1 and was very active in the cause of education. He died in December, 1882, in his sixty-ninth year, while his wife, long surviving him, passed away August 3, 1900, at the age of seventy-seven years. In the family were eight children and those surviving who reside in Portland are Frederick V., George F., Frances A. and Kate S.

Frederick Van Voorhies Holman was educated in public and private schools of Portland, at one time attending the Portland Academy and Female Seminary, from which he was graduated in July, 1868. On the 9th of June, 1875, he completed a course in the University of California, at which time the Bachelor of Philosophy degree was conferred upon him. He then took up the study of law and was admitted to the bar by the supreme court of Oregon on the 8th of January, 1879. He has ever since been engaged in active practice here and has given his attention principally to corporation, real property and probate law, in which connection he has secured a large clientage that indicates his prominence in those branches of the profession. Moreover, he is a director of the Portland Railway, Light & Power Company and other corporations. He is general counsel and director for the Portland Railway, Light & Power Company and local general counsel for H. M. Byllesby & Company for the states of Oregon, Washington and Idaho, and a director of the Oregon Power Company.

In politics Mr. Holman is a conservative democrat. He was national committeeman for Oregon from 1904 until 1908 and was a delegate at large to the national conventions in the presidential campaign years of 1892 and 1904. He was made a member of the charter commission for framing a new charter for the city of Portland in 1902-3 and again in 1908-9. He stands for all that is most helpful and progressive in the public life of the city and is now regent of the University of Oregon, the term of his regency extending from 1903 until 1915. He is a director of the McLoughlin Memorial Association and is the author of a biography of Dr. John McLoughlin, together with numerous historical articles, including one on Oregon counties. He was president of the Oregon Historical Society from 1907 to 1911, the president of the Oregon State Bar Association in 1909-10, and president of the Oregon Pioneer Association in 1909-10. He is a member of the Washington Historical Society of Seattle and of the American Historical Association, belongs to the National Rose Society of England and is a member of the American Bar Association and other national and local public organizations. He is a member and ex-president of the Arlington Club and a member of the University Club, Commercial Club, Waverly Golf Club, Portland Rose Society, Portland City Improvement Association and other social organizations.

Mr. Holman is well known because of his connection with rose culture, in which he has been engaged as an amateur for many years. He won the amateur gold medal in the exhibition of roses at the Lewis and Clark Exposition and also at the Alaska Yukon Exposition in Seattle and has won many first prizes at Portland Rose shows. He has aroused local interest in rose growing by his numerous contributions on the subject to local publications and also by the publication of a pamphlet on the same. He was also one of the organizers of the Portland Rose Society, of which he served as president for several years. He gave Portland the name of the Rose City. Mr. Holman resides at No. 500 Taylor street, at the corner of Lownsdale, which has been his home for over forty years. He is a man of wide and varied interests and while known as one of Portland's successful lawyers, his efforts have also been a vital force in the growth and development of the city along many lines. He has left the impress of his individuality upon municipal affairs, upon the political and economic situation and upon the social life of Portland, which honors him as one of its pioneer residents and as one whose efforts have been most effective and resultant factors in the promotion of public progress.

PROSPER VAN FRIDAGH.

Prosper van Fridagh, well known among the older residents of Portland, where from 1861 until 1887 he was engaged in the dry-goods and millinery business, had a most interesting history and through the period of his residence in this city his good qualities commended him to the confidence and regard of his fellow townsmen. He was born in Holland, July 24, 1824, and was a son of an officer in the Dutch army, who died in Dutch Java during the early boyhood of Prosper van Fridagh. The mother was of German birth and after the death of her husband she returned to the fatherland, accompanied by her young son, who was, therefore, reared in Germany.

Upon reaching military age he joined the army, with which he was connected in 1849 during the revolutionary period in that country. He took a decided stand in support of the revolutionists and because of his liberal education was appointed secretary to some of the officers who commanded the fort at Rastatt, in which a number of revolutionists were confined as prisoners. His position as secretary to the officers made it possible for him to locate some papers upon which were drawn maps and plans showing secret passages from

the fort, and he lost no time in making use of those plans to aid some of the prisoners in making their escape from the fort. The refugees, however, were careless in that they left behind them some of the plans which Mr. van Fridagh had copied in his own handwriting and had given them to aid them in obtaining their liberty. Learning that these papers had been found and knowing that his life, therefore, was in great danger, he escaped from the army, secretly made his way across the frontier into France and thence to Belgium, where he secured passage on a vessel bound for the United States. In safety he reached the new world and located in Milwaukee, Wisconsin, where for a year he was employed in a store, during which period he mastered the English language, of which he had little knowledge when he came to the United States.

In 1851 Mr. van Fridagh went to St. Paul, Minnesota, which at that time contained a population of but four families. While a soldier in the German army he had become betrothed to Miss Elizabeth Rumpfen, a resident of the German town in which he had been reared. When forced to flee from Germany she was of necessity left behind, but in 1851 she joined him in Milwaukee, where they were married. In the same year they removed to St. Paul and Mr. van Fridagh established a commission and farmers' produce business, in which he continued successfully until 1858 and 1859. In those two years there was an almost entire failure of crops. It was customary in his business to advance supplies to the farmers, waiting until after harvest for his pay, but on account of the two years' crop failures, it was impossible for him to make collections, and he was forced to stand by and see the business which he built up in eight or nine years, swallowed up in failure. His resolute spirit, however, would not allow him to consider himself defeated. He knew that all opportunity was not gone, and that chances still remained for success. While in Milwaukee, he had become acquainted with a gentleman who was a brother of Factor Franchette of the Hudson's Bay Company, who at that time was in Oregon. Mr. Franchette had visited his brother in the northwest, and was very enthusiastic concerning the climate and other natural advantages of Oregon, and believed in the future greatness of the state. His enthusiastic reports led Mr. van Fridagh to the determination to make his home in Oregon, and in 1860, accompanied by his family, he left St. Paul, proceeded down the Mississippi river and across the Gulf of Mexico, and after crossing the isthmus of Panama sailed for San Francisco, where he remained for a year. In 1861 he continued his journey to Oregon and, settling in Portland, established a small dry-goods and millinery store on Front street, near Yamhill, in a building known as the Harker building, which is still standing, and is one of the oldest landmarks of the city. At that time all business centered along the river front, for transportation was largely by the waterways, and shipments were facilitated in the proximity of the business houses to the docks. Eventually, Mr. van Fridagh removed to 109 First street, where he conducted his business until 1883, when he removed to the corner of Third and Pine streets, remaining at that location until 1887, when he retired from active life. For twenty-six years he had successfully conducted a dry-goods and millinery establishment building up a trade which increased with the growth of the city. Through this channel he contributed to the commercial upbuilding of Portland, and in other ways aided in the growth and progress of the city, whose welfare was ever a matter of deep interest to him. Here upon the coast he retrieved his lost possessions, and not only gained a comfortable competence, but also an honored name. He continued a resident of Portland until called to his final rest in September, 1902. His wife still survives and yet makes her home in the Rose City.

Mr. and Mrs. van Fridagh were the parents of eight children, but only two are now living. Paul van Fridagh, to whom we are indebted for the information used in this article, was born in Portland, Oregon, in 1864, and after completing his education in the public schools, entered the office of the auditor of

the Oregon Railroad & Navigation Company, occupying clerical positions in those offices for ten years. In 1890 he entered the employ of Boyd & Arnold, a well known insurance firm of Portland, with which he remained until the death of Mr. Arnold, when the entire business was turned over to him. This was in 1901. He now carries on a general fire insurance business, with offices at Nos. 603 and 604 Concord building, and has an extensive clientage, being one of the prominent representatives of fire insurance in this city. He married Caroline Wilson, who died in 1902, leaving one child, Hortense. For his second wife he chose Charlotte Gray, who died in 1908. As was his father, he is a member of the Independent Order of Odd Fellows, and he belongs to the Trinity Protestant Episcopal church.

CAPTAIN GEORGE JENNINGS AINSWORTH.

Captain George Jennings Ainsworth, known all over the Pacific coast as "Captain George," and loved and honored wherever known, stood as a splendid representative of the highest type of American manhood and chivalry. Resourceful and energetic in business to the extent of winning substantial success, he nevertheless was permeated by a strong spirit of humanitarianism that prompted his recognition of the brotherhood of mankind and caused him to extend a helping hand wherever aid was needed or to speak the necessary word of encouragement. So kindly was his spirit, so generous his acts, and so honorable his purpose, that his name is indelibly inscribed on the pages of the Pacific coast history. He was a western man by birth, training and preference, and possessed the enterprising spirit which has led to the remarkable upbuilding of this section of the country.

He was born in Oregon City on the 13th of April, 1852. His father was Captain J. C. Ainsworth, afterward president of the Oregon Steamboat Navigation Company. His mother was in her maidenhood Miss Jane White, a daughter of Judge S. S. White, a pioneer of this state who at one time resided near Oregon City, but for many years made his home in Portland. The death of Mrs. Ainsworth occurred in 1861.

Reared in Portland, Captain George, by which name he was known to all, pursued his early education in private schools in this city and later matriculated in the University of California in September, 1869. He was graduated with the first regular class to complete the course in that institution, winning the degree of Bachelor of Philosophy in July, 1873. He did not leave the university, but continued his studies in civil engineering there in the post-graduate course of one year. His father wished him to enter into the stationery business in Portland, but Captain George did not like it. He had studied hard in college, and was not well, so his father suggested that he spend a month on the boats and decide later as to what business he would enter. Without his father's knowledge he supplemented his technical training by practical experience, acting as purser and assisting in every position on the boat, at the same time preparing himself for an examination before the United States inspectors, which he passed, receiving his master's papers in 1875. He made application to his father, as president of the company, for a position as captain and showed his license. His father was greatly pleased and Captain George ran as master of different boats for two years. He never regarded parental authority or ownership as an excuse for neglect of duty but performed every task devolving upon him with the utmost fidelity and care. In this way he became thoroughly familiar with the practical management of the company's business, and in 1877 was given a position in the principal office of the company at Portland. Within a year he was made the chief executive officer with the title of general superintendent. When but twenty-five years of age he had direct control and management of all the



GEORGE J. AINSWORTH



transportation business of the company and of all its affairs excepting only the financial management, the financial interests being under the charge of the president and board of directors. It was at this time that he became known to all as Captain George, that he might be distinguished from his father, Captain J. C. Ainsworth, and throughout his life he was thus called.

In 1879 Henry Villard, having purchased the property of the Oregon Steamboat Navigation Company, organized the Oregon Railway & Navigation Company, and began building the present road owned by that company. He recognized the ability of Captain George and placed him in full charge of all the steamboats on the Columbia and Willamette rivers and on Puget Sound that were the property of the company. In 1882, however, he resigned that position at his father's urgent solicitation that he should take charge of his business.

When the Oregon Steamboat Navigation Company sold out, Captain J. C. Ainsworth purchased a beautiful place near Oakland, California, where he made his home. During October, 1882, Captain George removed to California, where he occupied an attractive home adjoining his father's place, while for five years he assisted his father in the management of his business and invested interests in Oregon and California. In 1887 R. R. Thompson, formerly of Portland but now of San Francisco, who had been a large stockholder in the Oregon Steamboat Navigation Company, was connected with Captain J. C. Ainsworth in purchasing a large tract of land on Santa Monica bay, about seventeen miles from Los Angeles, and there established the city of Redondo. These capitalists organized companies for the improvement of the city, for the building of a large and extensive hotel and a railroad line to Los Angeles, investing two million dollars in the enterprise. Captain George was made president of the company and as general manager conducted the undertaking until 1894, when he returned to Portland, continuing his residence in this city until his demise. He and his mother were appointed executors of the estate upon the death of Captain J. C. Ainsworth in December, 1893, and it became necessary that Captain George should be a resident of Oregon in order to act as executor. Accordingly he removed to Portland and assumed the management of the Oregon estate, which was estimated at nearly a million dollars. The soundness of his business judgment was again and again manifest in his capable management of business interests and his solution of intricate business problems.

While widely recognized as a capitalist and one of the prominent business men on the Pacific coast, Captain George was widely known, moreover, for his activity in those fields which recognized moral and individual obligation. In his youthful days he joined the First Presbyterian church of Portland and his life was ever actuated by the highest spirit of Christianity. His belief found expression in his efforts to aid his fellowmen. His philanthropic work was of a wide extent, and his charity was given not from a sense of duty, but as an expression of that love for humanity which recognized the obligation of the individual to his fellows. In August, 1873, he became a member of Portland Lodge A. F. & A. M.; in April, 1881, was made a Knight Templar in Oregon Commandery No. 1, K. T., of Portland. He attained the thirty-second degree of the Scottish Rite, and on October 18, 1895, two days before his death, the papers were signed conferring upon him the honor of the thirty-third degree. His father was the first Oregon man to be honored with the thirty-third degree, and in his honor Ainsworth Rose Croix Lodge was named. The efforts of Captain George in behalf of education were of a tangible character. In 1883 Governor Stoneman of California appointed him a regent in the State University as successor to Judge Samuel B. McKee, resigned, and in 1884 he was again appointed regent for the full term of sixteen years.

On the 16th of June, 1875, Captain George Ainsworth was married to Miss Margaret Sutton of Portland, a daughter of John Sutton, chief engineer of the George S. Wright, a well known steamboat of the early days, which was lost

off the Alaskan coast with all on board in 1873. The children of this marriage were Lawrence S. and Mabel. Theirs was largely an ideal household, the most beautiful family relations existing between parents and children. The death of Captain George occurred on the 20th of October, 1895, after an illness of several months. He is remembered as a tall man of graceful bearing, of polished manner and of pleasing address.

The Oregonian, on the day following his demise, said: "It was given to few men to have a popularity such as he had—which began in his youth and is not ended by his death. He combined firmness and kindness in a rare manner. He did not court popularity—it came to him." One whose business interests suffered rather than were benefited by the success of the Oregon Steamboat Navigation Company, yet said: "Captain George was one of the noblest men God ever made. He was a Christian and a gentleman." There is perhaps no better test of a man's character than his relations to his employes and subordinates, and therefore as an indication of his personal worth, his high purposes, his justice and his kindness, it is meet to say that few men were ever loved and honored by employes as was Captain George Ainsworth. In 1882, when it became known that he intended to resign his office with the Oregon Railway & Navigation Company, a few of the employes on the river division started a subscription for the purpose of purchasing a magnificent and valuable solid silver tea service to signify their appreciation of him and his treatment of them. The contributions to the fund were most generous, exceeding the amount required for the tea service, so that a fine gold watch was purchased and presented to Mrs. Ainsworth on the same occasion. This is the only time the employes of that company ever raised a fund to purchase a present for any of its officers.

Another incident of similar character occurred when Captain George left Redondo Beach in 1894. On that occasion the employes of the company of which he was a president, and the citizens of the town gave him a large and beautiful solid silver loving cup, accompanied by an engrossed address in token of their recognition of his qualities.

It is said that if Captain George had a fault, it was his generosity. His charity was almost limitless. No appeal was ever made to him in vain. He preferred to be imposed upon rather than that the deserving should suffer for the need of a helping hand. He gave quietly and without ostentation, but his beneficence was continuous and effective, and many a one has reason to bless his memory. His life was most beautiful in its expression of all the Christian virtues. It might be said that in him there did abide faith, hope and love, but that the greatest of these was love—that love which transcends all passion, all prejudice, and recognizes at once the brotherhood of man as well as the fatherhood of God. The memory of such a man can never die while there remain living monuments upon which he left the impress of his noble soul.

HON. JOSEPH SIMON.

With post-graduate experience in the school of politics, manifesting at all times a statesman's grasp of vital questions and issues of the day, Hon. Joseph Simon has so conducted the political interests entrusted to him that while his course has awakened the opposition of those who hold radically different political views, his work on the whole has accomplished tangible and beneficial results that receive wide commendation throughout the state.

Joseph Simon was born February 7, 1851, and was quite a small boy when he was brought to Portland, Oregon, by his father in 1857. The city schools afforded him his educational privileges, and in his twentieth year he became

a law student in the office of John H. Mitchell and Joseph N. Dolph. For two years he closely applied himself to the mastery of Kent, Blackstone and other commentaries, and was then admitted to practice in the courts of the state. Appreciation of his personal worth and recognition of his developing ability, were manifest when ex-United States Senator J. N. Dolph, one of his former preceptors, invited him to become a member of the law firm he formed February 1, 1873. Accepting such invitation, he entered actively upon the practice of law and is still associated with the firm then formed, and with C. A. Dolph, who entered the firm at the same time Mr. Simon did and who has since become the senior partner of the firm which is styled Dolph, Mallory, Simon & Gearin. As a lawyer Mr. Simon has ever been careful and systematic in the preparation of his cases, reviewing all the evidences bearing upon the cause and correctly applying the principles of law to the points in litigation. He is today widely recognized as one of Portland's able lawyers and is as well one of the foremost republican leaders of the state.

Interested from early manhood in the political questions and issues which have engaged the attention of the country, Mr. Simon was first called to office when elected a member of the city council in 1877. He filled that position until 1880, in which year higher political honors were conferred upon him in his election to the state senate. He was continued a member of the upper house of the general assembly for twelve years by reason of two successive reelections, and when the legislature convened in January, 1889, he was chosen president of the senate and in 1891 was again elected as its presiding officer. He retired in 1892, but in 1894 was again elected to represent Multnomah county in the state senate for another four years' term and when the legislature convened on the 14th of January, 1895, he was once more elected president of the senate and again in 1897. At the June election in 1898, Mr. Simon was elected state senator from Multnomah county for the fifth time—1898 until 1902. On the 26th of September, 1898, the governor convened the general assembly in special session, and Mr. Simon again was honored by election to the presidency of the Oregon senate. His service as state senator embraced five elections, each for a four years' term, and during that period, he was five times elected president of the senate. His record is that of one of the most fair and impartial presiding officers that has ever conducted the affairs of the upper house, and he enjoyed in fullest measure the esteem and personal regard of his political opponents as well as his political adherents. At the legislative session of 1897 the lower house failed to organize, but the senate was duly organized and attempted to transact business during the forty days' time allotted by law. It was during the special session on the 8th of October, 1898, that he was chosen United States senator for a term of six years, beginning March 4, 1897, the legislature of 1897 having failed to elect a senator, and the state having been without one senator for nearly two years. At the joint session at which he was elected, he received the unanimous support of the sixty-six republican members of his party.

To few men is political leadership so long accorded as to Hon. Joseph Simon. To occupy high office for any length of time is to invite attack and criticism of those holding opposing views, and yet through the course of his senatorial service Mr. Simon has held to the policy which he has marked out—a policy dictated by his judgment, his public spirit and his patriotism. His aid is recognized as a tangible and effective force in promoting republican successes. He was chairman of the republican state central committee during the biennial campaigns of 1880, 1884 and 1886, and in 1892 was chosen a delegate to the republican national convention held at Minneapolis in June of that year, on which occasion he gave his support to William McKinley instead of to Benjamin Harrison, who ultimately received the nomination. He was also a delegate to the republican national convention held at Philadelphia in 1902. During the five

sessions of the Oregon legislature of which he was president of the senate he in numerous ways distinguished himself for dispatch of business and ability to preserve order and untangle difficult questions of parliamentary dispute.

Mr. Simon is one of the best known representatives of Masonry in Oregon. He is past master of his lodge and past high priest of his chapter, and he has attained to the highest rank, the thirty-third degree of the A. & A. S. R. (honorary). He has come to be known as a man loyal to any terms made or to his pledged word, and in manner is ever courteous and obliging, recognizing his obligations to others and meeting them in full measure. He is now serving as mayor of Portland, a fact which indicates his popularity and the confidence reposed in him in his home city, where he is best known. He is giving to Portland a public-spirited and businesslike administration, marked by needed reforms and improvements, progressiveness and conservatism being well balanced forces in his direction of municipal affairs.

ELMER ELM LYTLE.

Elmer Elm Lytle, president of the Pacific Railway & Navigation Company, has been prominently identified with railway interests as employe, promotor builder and executive officer since coming to the northwest in 1889. He was born in Tipton, Pennsylvania, April 20, 1861, a son of William A. and Caroline E. (Gillhousen) Lytle. His father served for over half a century as agent for the Pennsylvania Railway Company, at Tipton.

Elmer E. Lytle was educated in the public schools of his native city. In the broader school of experience, however, he has learned the more valuable lessons that have contributed most largely to his success. After leaving school he learned telegraphy and served for six months as operator at Tipton and spent a similar time in the same capacity at Tyrone, Pennsylvania. He was next located at Lewiston Junction, Pennsylvania, where he was promoted to ticket agent and in 1881 was returned to Tyrone as ticket agent, occupying that position until 1889, when he came west to occupy the position of agent at Waitsburg, Washington, for the Oregon Railway & Navigation Company. He continued in the service of this corporation with various promotions to positions of greater responsibility until 1897. In March of that year he promoted and incorporated the Columbia Southern Railroad and in June began the construction of the line which was completed and opened to traffic January, 1900. He was president and principal owner of the road, which he sold to the Harriman interests in 1903 but continued as president until 1905. He next incorporated and began the construction of the road of the Pacific Railway & Navigation Company, which he also sold to the Harriman interests in December, 1906, but remains as president to the present time.

On the 14th of October, 1880, Mr. Lytle was united in marriage to Miss Lizzie M. Ayres, of Pittsburg, Pennsylvania, a daughter of Samuel and Emeline Ayres, of that city. Her father was a prominent factor in the iron industry of Pittsburg. Unto Mr. and Mrs. Lytle have been born two sons and a daughter: William K., who is in charge of construction for the Pacific Railway & Navigation Company; Harry G.; and Helen, the wife of James A. Ellis, of Portland. The family residence is at No. 175 Twenty-fourth street North.

Mr. and Mrs. Lytle are identified with various local charities and prominent in the social circles of the city. Mr. Lytle gives his political support to the republican party where national questions and issues are involved but otherwise votes independently. His favorite means of recreation is horseback riding. He is a member of both the Multnomah and Commercial Clubs, taking an active interest in the projects of the latter for the civic and commercial development of the city and state, and his even temperament, social qualities and his apprecia-



E. E. LYTLE

tion of the pleasures of life make him popular in club circles. An analyzation of his life record indicates that close application, determination and industry have been the salient features in his success. He possesses a natural inclination to stick to a proposition until the desired result is achieved and his faithfulness and ability have carried him into important relation with the railway interests of the northwest.

J. C. ELLIOTT KING, M. D.

The profession as well as the public, accords to Dr. J. C. Elliott King a prominent position among the medical practitioners of the northwest. Close study has formed the basis of his advancement and combined with an appreciation of the scientific phase of his profession is a deep and abiding sympathy that prompts him to put forth earnest and unfaltering effort where the welfare of his fellowmen is involved.

Dr. King is a western man by birth, training and experience. He was born in Stearns county, Minnesota, September 26, 1861. His father, Eli B. King, is a native of New York, has devoted his life to farming, and is now living in Monticello, Minnesota, where he is numbered among the pioneers, having located there fifty-six years ago. He is now living retired, having reached the age of eighty years. His wife, who bore the maiden name of Adelia Burns, was born in Dundalk, Ireland, of Scotch-Irish lineage, and became a resident of the state of New York when twelve years of age. She has now passed the seventy-ninth milestone on life's journey. Three of the children of Eli B. and Adelia King are living: Lorin U. and Mrs. Mason Allen, both of St. Paul, Minnesota; and J. C. Elliott King, of this review.

As a pupil in the public schools, Dr. King pursued his early education, and later entered the State University of Minnesota, from which he was graduated with the B. A. degree in 1886. For a year he engaged in teaching at Elk River, Minnesota, and afterward took up the study of medicine, completing his course in the Northwestern University Medical School, which conferred upon him his professional degree upon his graduation with the class of 1890. He spent eight months as interne in St. Luke's Hospital, being appointed to the position as the result of his first grade in a competitive examination. He also took an examination with the graduating class in science, literature and medicine, and for his excellent scholarship received a cash prize of fifty dollars.

Removing to Salt Lake City, Dr. King there began practice, continuing for thirteen years, and his high standing among his professional brethren is indicated by the fact that he was honored with the presidency of the city and county medical society. He was also chosen secretary of the state medical society, served on the staff of St. Mark's Hospital, and during the last four years was health commissioner of the city. Deciding to further equip himself for his life work, he then went to Europe and pursued post-graduate studies in skin diseases in Vienna, Berlin and Breslau, and also visited clinics in Paris and London. On his return in the summer of 1904, he located in Portland, since which time he has given his attention entirely to his profession. He has served in this connection on the staff of the county hospital, and is a lecturer on skin diseases in the medical department of the University of Oregon. Feeling that progress should be the watchword of the profession at all times, he keeps in touch with the great truths which science is constantly revealing, through his membership in the Multnomah County, Oregon State and American Medical Associations. Aside from his practice, he is interested in fruit growing, owning two hundred acres of land at Eagle Creek, Oregon, where he has planted an apple orchard, and also walnut trees, making his summer home there.

On the 14th of May, 1891, Dr. King was married in Minneapolis, Minnesota, to Miss Adelia M. Kiehle, a daughter of the Rev. Dr. D. L. Kiehle, who was

for twelve years state superintendent of public instruction in Minnesota and later a professor in the University of Minnesota, of which Mrs. King is a graduate. Unto Dr. and Mrs. King have been born three children: Rachel, Constance and David, aged respectively eighteen, sixteen and five years.

The family reside at No. 227 East Sixtieth street, in Mount Tabor, and are members of the Mount Tabor Presbyterian church, of which Dr. King is a trustee. His political views led to his indorsement of the candidates of the republican party. He belongs to the Sons of the American Revolution, also to the Phi Delta Theta, a college fraternity, and to the Arlington Club, and engaging social qualities have won him prominence in that direction, while his comprehensive study and native ability have gained him distinction in the professional field.

JOHN BURKE CONGLE.

Among the names of distinguished men of the earlier days of Oregon, the name which appears at the head of this record should not be omitted. A pioneer of the early '50s, he assisted materially in the development of what was previously almost a wilderness, and twenty-three years ago he was called from the midst of a useful career by death. He will be remembered as one of the builders of the northwest, and an unselfish citizen of wealth and influence, who made use of his opportunities and talents for the advancement of the entire community.

Mr. Congle was born December 9, 1817, in Chester county, Pennsylvania. He was educated in the public schools, and at fifteen years of age went to Philadelphia, where he learned the harness and saddlery trade. Having completed his trade, he lived for a short time in Virginia, thence going to Missouri, which was just beginning to attract emigration from the older settled portions of the country. In 1841 he located in La Fayette, Indiana, which continued to be his home for a number of years.

The California gold excitement interfered with the plans of many aspiring young men, and Mr. Congle joined the train across the plains in 1849 and thus became identified with the argonauts whose stories of wealth in the golden sands of the Pacific aroused the entire country to dreams of sudden fortune. In 1851 he returned to La Fayette and two years later again crossed the plains with Marysville (now Corvallis), Oregon, as his destination. There he made his home for eight years and became prominently identified with public affairs. He was the first mayor of Marysville and discharged his duties so acceptably that in 1857 he was elected sheriff of Benton county. As his business interests required close attention, he resigned the office at the end of three months to the great regret of many friends whom he had made in the county.

In 1861 Mr. Congle removed to Portland, which became his permanent home. For many years he was a leading business man in this city and, although he was never a seeker for public office, he served as councilman of the second ward in 1870, and in 1872 was chosen representative to the state legislature from Multnomah county. Other positions of responsibility and trust he discharged with a faithfulness that received the hearty approval of the entire community. At La Fayette, Indiana, he had become identified with the Masonic order, and after coming to Oregon he became prominent in its councils. In 1874 and 1875 he acted as grand master of Masons in this state, and in 1879 and 1880 was elected to the office of high priest in the order.

On the 21st of May, 1844, Mr. Congle was united in marriage to Miss Ellen H. Gray, at La Fayette, Indiana, who later crossed the plains with her husband to the northwest. Two daughters were born to them, one of whom is Mrs. G. A. Sollars, of this city, and the other is the deceased wife of Hon. Richard

Williams, ex-member of congress from Oregon. Her death occurred May 31, 1904. These ladies were prominently identified with the most refined social circles of the state. Mrs. Congle was one of the organizers of the Children's Home of the Ladies' Relief Society of this city, the first institution of the kind in Oregon, and gave much attention to works of beneficence and charity.

Mr. Congle departed this life April 7, 1888. He was always loyal to the interests of his state, and no man was more zealous in the upbuilding of the coast region. He was a man of great perseverance and industry, and one whose distinguished ability could have gained him prominence in any vocation of life. His success was due not only to business talent, but to an unsullied reputation, which he valued more than riches and which he regarded as of more worth than all the power that wealth could buy.

HON. GEORGE E. CHAMBERLAIN.

George E. Chamberlain was born near Natchez, Mississippi, January 1, 1854, and was named in honor of a paternal uncle, George Earle, one of the distinguished residents and lawyers of Maryland and assistant postmaster-general of the United States during President Grant's first term. Mr. Chamberlain comes of an ancestry honorable and distinguished, and his own lines of life have been cast in harmony therewith. A contemporary biographer has said: "The qualities which have given him an eminent position in the public life of the north-west are his by inheritance from a long line of capable, scholarly and untarnished ancestors."

The first representatives of the name on American soil came from England and established homes in Massachusetts and Pennsylvania during the early colonial epoch in our country's history. Dr. Joseph Chamberlain, the grandfather of George E. Chamberlain, who was a native of Delaware, ranked with the foremost physicians of Newark, that state. The lady whom he married also came of a prominent pioneer family. Her uncle, Charles Thomson, who served as secretary of the continental congress from 1774 to 1789, was born in Ireland, of Scotch lineage, November 29, 1729. Accompanied by his brothers and sisters, he settled at Newcastle, Delaware, in 1741, and there became a teacher in the Friends Academy. In 1758 he was one of the agents appointed to treat with the Indians at Oswego, and while there was adopted by the Delawares, who conferred upon him an Indian name meaning, "One who speaks the truth." The possessor of literary ability, he left his imprint upon the literature of his age through his "Harmony of the Five Gospels," a translation of the Old and New Testaments, and an inquiry into the cause of the alienation of the Delaware and Shawnee Indians. His private file of letters containing communications written to him while secretary of the continental congress and before that time, is among the most valued possessions of Mr. Chamberlain and contains letters from all the leading men of that day. Charles Thomson Chamberlain, son of Dr. Joseph Chamberlain, was a native of Newark, Delaware, and in preparation for the practice of medicine, pursued a course in Jefferson Medical College at Philadelphia, from which he was duly graduated. He located for practice in Jefferson county, Mississippi, in 1837, and later moved to Natchez, that state, and there his ability won him recognition in the extensive and important practice that was accorded him. He was very careful in diagnosis and skilled in treatment, and his broad reading and research kept him at all times in close touch with the most advanced thought and methods of the profession. That his work had its base in a broad humanitarianism was shown in his devotion to yellow fever patients in 1871, when Dr. Chamberlain night and day devoted his time to the treatment of those who were stricken, until at last he became a victim

to the disease and died October 29, 1871. In early manhood he had wedded Pamela H. Archer, a native of Harford county, Maryland, and until her death December 30, 1910, was a resident of Natchez, Mississippi. Her father was Hon. Stevenson Archer, a native of Harford county, who completed his education by graduation from Princeton College in 1805 and afterward entered upon the practice of law. He served in congress from 1811 to 1817 from Maryland and in the latter year accepted an appointment from President Madison as judge of Mississippi territory with gubernatorial powers and resigned later. From 1819 until 1821 he again represented his district in congress, where he was a member of the committee on foreign affairs. In 1825 he was elected one of the justices of the court of appeals of Maryland, which office he held until his death in 1848, at which time he was chief justice. His father, Dr. John Archer, was a native of Harford county, Maryland, born in 1741. After graduating at Princeton in 1760, he studied for the ministry, but throat trouble rendering pulpit work inadvisable, he turned his attention to medicine. The first medical diploma ever issued in the new world was given to him by the Philadelphia Medical College. He was elected a member of the convention which framed the constitution and bill of rights of Maryland. At the commencement of the Revolutionary war he had command of a military company, the first enrolled in Harford county, and was a member of the state legislature. After the war he practiced his profession and several important discoveries in therapeutics are credited to him. In 1801 he was a presidential elector and from 1801 to 1807 was a member of congress from Maryland. His death occurred in 1810. The Archer family is of Scotch-Irish descent and was represented among the earliest settlers of Harford county, where for generations they wielded wide influence. It is worthy of record that the portrait of Hon. Stevenson Archer appears among those distinguished men of Maryland placed in the new courthouse in Baltimore, that state, and also adorns the courthouse in his native county; while that of his father, Dr. John Archer, is on the walls of the state capitol at Annapolis.

George Earle Chamberlain devoted his boyhood days to the acquirement of an education in the schools of Natchez. He put aside his text-books in 1870 when a youth of sixteen years to enter upon a clerkship in a mercantile store. Two years were devoted to commercial pursuits, but preferring a professional career, he resumed his studies as a pupil in the Washington and Lee University at Lexington, Virginia, in which he pursued the regular course of study, winning the degrees of Bachelor of Arts and Bachelor of Law upon his graduation in June, 1876. Almost immediately afterward he returned to Natchez, where he continued until the 7th of November, but thinking that he might have better opportunities in the growing northwest, he came to Oregon and since the 6th of December, 1876, has been a resident of this state. From the obscure position as a teacher of a country school in 1878, he gradually worked his way upward until he became the chief executive of the commonwealth, and is today recognized as one of Oregon's eminent lawyers. In the latter part of the year 1877 he was appointed deputy clerk of Linn county, and thus served until the summer of 1879. In 1880 he was elected to represent Linn county in the lower house of the general assembly. In the meantime, he had entered upon the active practice of law, and in 1884 was elected district attorney for the third judicial district of Oregon. He was appointed by the governor to the office of attorney-general of Oregon on the creation of that position in May, 1891. At the succeeding general election, he was chosen by popular suffrage to the office as the democratic candidate, receiving a majority of about five hundred, a fact which indicated that he ran at least ten thousand, five hundred votes ahead of his ticket, for the normal republican majority in Oregon at that time was about ten thousand. In 1900, having previously taken up his residence at Portland, he was chosen district attorney of Multnomah county by a majority of eleven hundred and sixty-two, overcoming the usual republican majority of four thousand.

In 1902, entirely unsolicited on his part, the democrats in convention nominated him by acclamation as a candidate for governor, and the ensuing election proved what American history has again and again demonstrated, that the American public will support men of tried political and personal integrity and ability regardless of political affiliation. Oregon was considered a republican state, but at the ensuing election he polled two hundred and fifty-six votes more than the republican candidate, although in the congressional election the republican victory amounted to fifteen thousand. He was again nominated by his party for governor in 1906 and defeated his opponent by twenty-five hundred majority, serving until March, 1909, when he resigned to accept the position of United States senator, to which he was elected in January, 1909, by a legislature overwhelmingly republican. Few men in public office have possessed greater strength among the people. Mr. Chamberlain's course, however, has at all times commanded public confidence, for he has wisely and conscientiously used the talents with which nature has endowed him, placing the welfare of the commonwealth before personal aggrandizement or party interests.

Mr. Chamberlain was married in Natchez, Mississippi, May 21, 1879, to Miss Sallie N. Welch, who was born near Natchez, in Louisiana, and is a descendant of New England ancestry represented in the Revolutionary war. Her father, A. T. Welch, who was born in Massachusetts, moved to the south and became the owner of a large plantation in Concordia parish, Louisiana. His family later moved to Natchez, Mississippi, where Mrs. Chamberlain attended school, graduating from the Natchez Institute. She is active in the work of Calvary Presbyterian church, of which she is an honored member. To Mr. and Mrs. Chamberlain have been born seven children, six of whom are now living: Charles Thomson, a graduate of Cooper Medical College of San Francisco and later a post-graduate of New York Polyclinic and New York Ophthalmic. He married Miss Deborah Boatner of Louisiana, and is practicing his profession as a specialist in diseases of the nose, throat, eye and ear at Portland, Oregon. Lucie Archer married George F. Blair and resides at Jackson, Michigan. Marguerite married H. R. Gaither of Natchez, Mississippi, and resides at Portland, Oregon. Carrie Lee, George Earle, Jr., and Fannie W. complete the family.

Mr. Chamberlain belongs to the Commercial Club, the Multnomah Amateur Athletic Club and the Oregon State Historical Society. He is a life member of the Benevolent and Protective Order of Elks, and has served as exalted ruler of the Portland lodge. He is past chancellor of Laurel Lodge No. 7, K. P., at Albany, and is a prominent Mason, having been initiated into the order in St. John's Lodge No. 62, F. & A. M. at Albany, from which he afterward transferred his membership to Willamette Lodge No. 2, at Portland. He took the degrees of capitular Masonry in Bailey Chapter No. 8, R. A. M., at Albany, and in addition to filling a number of the offices in that organization, is past grand high priest of the Grand Chapter of Oregon. He is also a past eminent commander of Temple Commandery No. 3, at Albany, has attained the thirty-second degree of the Scottish Rite in Oregon Consistory No. 1, at Portland, and is one of the Nobles of Al Kader Temple of Portland. Appreciative of the social amenities of life, Mr. Chamberlain holds friendship inviolable, and throughout Oregon the number of his friends is legion. Public confidence and trust are reposed in him to a notable extent, and even his political enemies never question the integrity of his motives or the honesty of his purposes. His broad Americanism, his sympathetic understanding of the perplexing problems of human society, his abiding sense of justice and his deep insight into the vital relations of our complex civilization have already won him the admiration and esteem of the people at large, while in his own state he enjoys in unusual measure the warm personal regard and friendship of the great majority of those who know him. Mr. Chamberlain has been peculiarly honored in one respect,

and that is, Pacific University in the state of his adoption, the University of Mississippi in the state of his birth, and Washington and Lee University of Virginia, his alma mater, have conferred upon him the honorary degree of LL. D.

ALFRED HOVENDEN.

Alfred Hovenden, deceased, who was one of the extensive landowners of this part of the state and an Oregon pioneer of 1849, was born in Kent, England, August 26, 1824, a son of George and Hephzibah Hovenden, whose ancestral history can be traced back through authentic records as far as 1500. Thomas Hovenden, born at Borden, was baptized March 4, 1672. The family through successive generations occupied one house at Borden for over three hundred years. The name of some branches of the family has been spelled Overden.

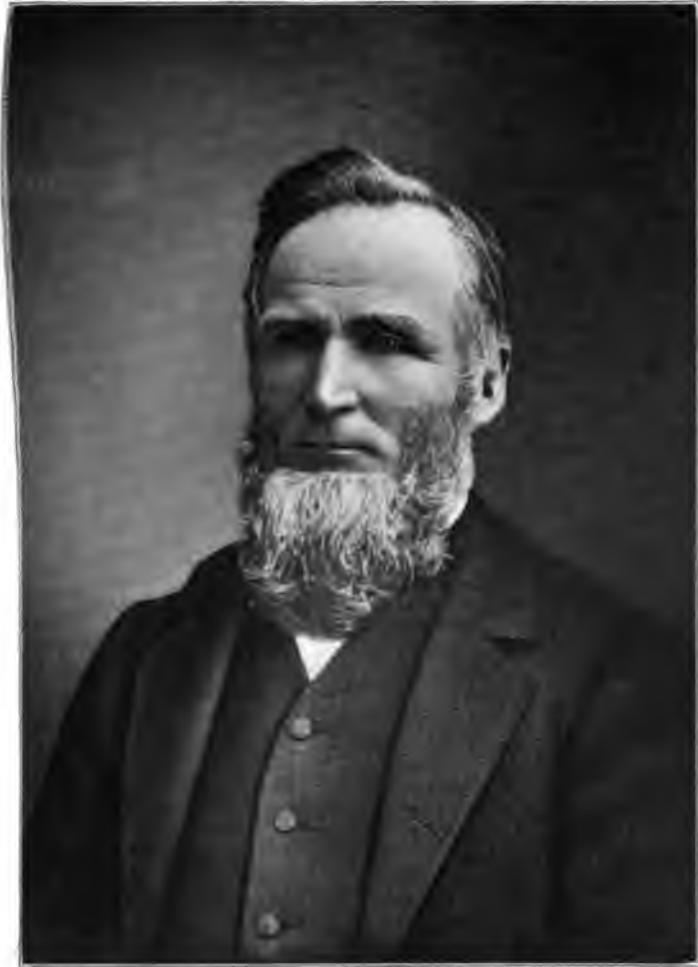
Alfred Hovenden attended school in England and engaged in farming with his father until 1844, when at the age of twenty years he came with a brother to America, settling first in Illinois, where he worked on a farm. His father soon afterward crossed the Atlantic and both he and his wife died in Illinois. The year 1849 witnessed the arrival of Alfred Hovenden in Oregon. He made the journey over the plains with ox teams, experiencing the usual hardships, trials and dangers of such a trip over roads at times almost impassable, while at times the trail was most dimly defined. There was always the danger of Indian attack and when traveling over the arid plains there were times when it was difficult to obtain an adequate supply of water for the people and for the stock. At length, however, Mr. Hovenden reached his destination in safety and secured and settled upon a donation claim about a mile from the site of the present town of Hubbard in Marion county. There he built a log house, which he occupied for six years, keeping bachelor quarters.

At the end of that time he was married on the 29th of June, 1856, the lady of his choice being Miss Sarah Ann Soden, a daughter of Bartholomew and Anna (Goodall) Soden, who was born on the isle of Tasmania, near Australia, March 1, 1839. Her father was a merchant and school teacher there and on leaving Tasmania in 1850 went to Honolulu, where he taught school for two years. He then came to Oregon and took up a claim near Aurora, occupying it for a brief period, after which he removed to Polk county and bought a farm. Both he and his wife died on that place, to the development and cultivation of which he had devoted his energies for many years.

At the time of his marriage Mr. Hovenden built a new log house for his bride and they occupied the farm for about a half century. Ten years after their marriage he replaced the log house by a fine modern residence. He at first took up three hundred and twenty acres of land and to this added by purchase from time to time until he had about a thousand acres, which he devoted to general farming, carrying on his business with gratifying success.

Unto Mr. and Mrs. Hovenden were born four children. Caroline is now the widow of John O. Dennis and the mother of three children, one son dying in infancy, the others being Bart and Eva H. Emma is the wife of M. L. Jones, living near Brooks Station, and they have six children, Mabel L., Ilda E., Gertrude V., Clara F., Ellis H. and Ronald E. Of this number Mabel L. married Anderson Cannon, of Portland, and has one child, Dorothy. Annie married Frank Gilbert, of Portland, and has three sons, Harold S., Alfred C. and Frank W. George, of Portland, married Hattie Hanna and has one child, Grace B.

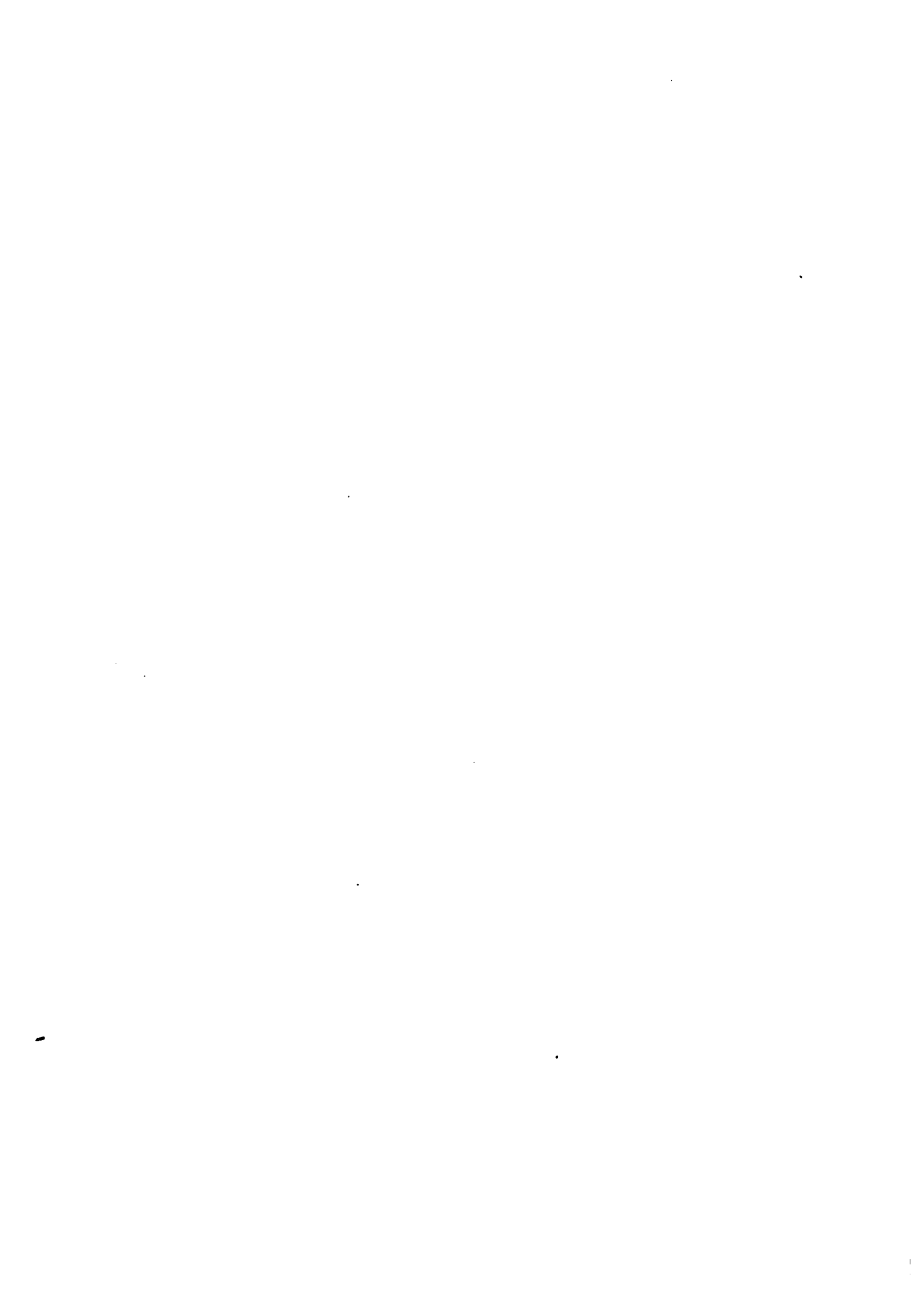
Mr. Hovenden continued a resident upon his farm until he met death on the 10th of December, 1885, being killed in a runaway accident. He was a strong republican but could never be induced to become a candidate for office. His time and attention were concentrated upon his business affairs and through the



ALFRED HOVENDEN



SARAH A. HOVENDEN



conduct and improvement of his farm he contributed much to the agricultural development of the region. Moreover, he cooperated in many movements for the general upbuilding, for he came to Oregon in the early pioneer days, almost before Portland had an existence and when the now rich and populous farming districts were stretches of wild and undeveloped forest land. He performed the arduous task of developing a good farm and as the years went by he continued its cultivation until his fields became very rich and productive. His life was a busy and useful one and gained for him the respect of all who knew him. Mrs. Hovenden continued to reside upon the farm until 1905, when she took up her abode in Portland, where she now makes her home.

EDWARD ARTHUR McGRATH.

Edward Arthur McGrath is one of the real-estate men of Portland whose progressive methods of business are resulting in the substantial upbuilding and improvement of the city, and at the same time promoting individual success. He first came to this city in 1889, and later was in business elsewhere in the northwest, but returned in 1907. He was born upon a farm near Grand Rapids, Michigan, on the 20th of March, 1869, and was reared at Hastings, that state, pursuing his education in the common schools while spending his youthful days in the home of his parents, Thomas and Catherine (Horan) McGrath, both of whom are now deceased. He was twenty years of age when he left the middle west, and came to the coast, arriving in Portland, as previously stated, in 1889. Desirous of becoming a property holder in this section of the country, he took up a homestead in Cowlitz county in the southern part of the state of Washington and devoted three years to the development and improvement of that place. He also became interested in timber lands and engaged in timber cruising during that period. In 1894 he went to Alaska and followed mining at Forty Mile on the Yukon river. He had fair success in his venture there, and with the substantial returns of his labor, again came to Portland in the fall of 1896. At that time he purchased a stock of general merchandise in this city, also fifteen dogs, and with sledges freighted over the Chilcoot Pass in Alaska, and upon scows which he built, sent his goods down the Yukon to Dawson City. There he opened a store, becoming one of the early merchants of the place in which he engaged in business until the fall of 1899. He then sold out and returned to Portland. Realizing the value of specific training for the conduct of business affairs, he then attended the commercial college for a time, after which he returned to Nome, Alaska, where he remained until the fall of 1900. During the following eighteen months he traveled in the United States and Canada, studying real-estate and realty values, after which he returned to the northwest, settling in Seattle, where he opened a real-estate office. He was engaged in that business there until 1907, when he once more came to Portland and here opened a real estate office, which he has since conducted, his efforts in this field proving remunerative. He was one of the organizers of and is the president of the Irvington Investment Company, which purchased the Irvington tract of approximately seven hundred lots in one of the fine residence districts on the east side. They secured all the improvements for that district, which is now rapidly developing, and is becoming the location of some of Portland's most beautiful homes. It is thoroughly modern in all its equipments, and none of the accessories regarded as essential to city building at the present time are lacking. They have found ready sale for their property, and from its inception, the business has enjoyed a substantial growth. Not only does the company handle real estate, but is also doing much speculative building.

On the 26th of November, 1901, Mr. McGrath was married to Miss Katharine Lucile Quinn, a daughter of James J. Quinn of Seattle. Mr. McGrath

is a member of the Knights of Columbus, also of the Alaska Club of Portland and the Yukon Order of Pioneers. His life history if written in detail would prove a most interesting one, giving a vivid picture of experiences which have constituted features in the development of the extreme northwest portion of the continent. Reared amid the quiet environment of a farm and of a small inland town, he came to the northwest, "where men are up and doing," and his natural energy and ambition at once found scope here. His life has since been one of ceaseless activity, bringing him into contact at times with the hardships and privations that are known only to those who have attempted settlement in a land where winter seems to reign supreme much of the year. In the more equable climate of Portland he is now proving himself an important factor in the upbuilding of the Rose City.

DORR E. KEASEY.

With the substantial growth which Portland is now undergoing Dorr E. Keasey has advanced to a conspicuous position in the ranks of the real-estate men of the city, his labors constituting a potent force in the development of the beautiful residence district that crowns the hills to the west of the city, known as Portland Heights. His efforts in this direction have brought him a well merited success and his achievements indicate the possibilities that are fostered by the successful growth and progress of the Pacific coast country.

Mr. Keasey has always resided west of the Mississippi, his birth having occurred in Fayette county, Iowa, November 11, 1874, his parents being Eden W. and Nellie S. Keasey. He made his start in life by selling papers, little dreaming at that time that the northwest would accord him a place among those men whose ability and personality are dominating the city in the lines of substantial progress. He was for a time employed in the Western Union Telegraph office and also in the newspaper office at Fort Worth, Texas, and in January, 1889, came to Portland.

Believing that the growth of the west afforded good opportunities in the real-estate field, Mr. Keasey spent three years as an employe in a real-estate office and then, when the financial panic of 1893 brought suspension in real-estate lines, he turned his attention to other business interests and was employed in various ways until 1900, when he again entered the real-estate field and is now handling Portland Heights property exclusively. He purchased one hundred and ten acres at Council Crest and built the car line thereto. He also organized the Castle Heights Company, purchasing the Seventh street Terraces, and after the formation of the Keasey, Humison & Jeffry Company in January, 1909, of which he is the senior member, they organized the Kings Heights and Arlington Heights syndicates, which adjoin City Park on the north and west, involving the expenditure of many hundreds of thousands of dollars in the development of those properties for choice residence districts. Council Crest is a mountain peak rising twelve hundred feet above the business part of the city, and just within the edge of the city limits, giving a grand view of the Willamette and Columbia river valleys and the surrounding mountains for hundreds of miles. On clear days the gaze takes in the snow caps of Mount Hood, Mount Ranier, Mount Adams and the rounded dome of Mount St. Helens.

In connection with the development of the properties Mr. Keasey built the car line in the form of a loop up to and around the Crest, thus bringing within the view of all Portland residents and visitors the grandest panorama to be seen in any city in the world. Besides the scenic car road Mr. Keasey has further developed a piece of native forest between the city and the Crest by constructing a winding roadway of easy grades for carriages and autos which brings all the

wildness and beauties of the forest to the doors of the city. In his efforts in this direction Mr. Keasey has done a work which should win him recognition and gratitude from all of Portland's citizens as this car line has brought within the reach of all one of the views which have made Portland famous. He is also identified with a number of corporations, and each benefits by his sound judgment and unfaltering enterprise.

Mr. Keasey was married in Portland, May 12, 1898, to Miss Evalyn Carter, a member of the well known Carter family of Virginia, and their children are: Mapril Bernice and Dorothy Evalyn. Mr. Keasey is identified with a number of the leading associations and club organizations of the city. He is yet a young man, and what he has already accomplished augurs well for further successful attainment in the future.

OSMON ROYAL, M. D.

Dr. Osmon Royal, thoroughly equipped by liberal collegiate training in both the east and the west for the profession which he makes his life work and in which he has ever displayed the strictest fidelity to high principles, is now successfully practicing in Portland with offices in the Marquam building. He has been a member of the medical fraternity here since the 1st of January, 1886, when he opened an office in the Portland Savings Bank building, now the Commercial block at the southwest corner of Second and Washington streets. Two years later he removed to what is known as the Maria Smith residence opposite the Abington block on Third street, making his home as well as maintaining his office there. He continued at that location for several years and for a few months maintained his office and residence at the corner of Eleventh and Morrison streets while waiting for the completion of the Marquam block, in which he was the first to locate and lease offices. For almost a quarter of a century he has continued in active practice here and his course has been marked by steady progress, bringing him to a foremost position in the medical profession in Portland.

A native of Illinois, Dr. Royal was born near Bloomington on the 3d of January, 1856, and is a son of Charles Wesley and Rachel Eliza Powell (Misner) Royal, of whom extended mention is made elsewhere in this volume. In 1865 the family started for the Pacific coast, traveling by the isthmus of Panama route to San Francisco and thence by water to Portland. Here Dr. Royal became a pupil in the public schools of Mount Tabor and later attended the Willamette University at Salem, Oregon. He afterward became a student in the Ohio Wesleyan University at Delaware, Ohio, but left that institution in his junior year to matriculate in the Boston University School of Medicine, from which he was graduated in 1885. In the same fall, having also had more than a year's hospital experience, he returned to Portland well equipped for the professional duties which have since devolved upon him. He has ever remained a close and discriminating student of his profession, however, and as the years have passed has read broadly, carrying his investigations far and wide into the realms of medical and surgical science. Thus promoting his ability, he has been able to successfully cope with the intricate problems which continually confront the physician and his professional labors have been followed by excellent results.

On October 17, 1888, Dr. Royal was married in New York to Miss Julia Morgan, of that state, and they now have one son, Osmon Royal, Jr. Dr. Royal's prominence in his profession is indicated in the fact that he is now president of the State Board of Medical Examiners. He belongs to the Multnomah County Homeopathic Medical Society and the Oregon State Homeopathic Medical Society, of both of which he has several times been president. He is likewise a member of the American Institute of Homeopathy and everything which tends

to bring to man the key to the complex mystery which we call life awakens his attention and receives his earnest consideration. He has never allowed his professional duties, however, to claim his entire time and attention to the exclusion of other interests which should constitute a force in the life of every individual. He is never neglectful of the duties of citizenship and he is a member of the Grace Methodist Episcopal church. For a quarter of a century he has served on its official board, has been chairman of the board of stewards for fifteen years and has been active in the city board of church extension. He is also president of the Men's Methodist Social Union of Portland. His grandfather, the Rev. William Royal, was the builder of the first Methodist Episcopal church in East Portland and the history of Methodism in this state would be far different had it not been for the labors of the grandfather, father and uncles of Dr. Royal. His own life as well is one of intense usefulness to his fellowmen and while he has chosen as his specific life work a ministry for the physical ills of mankind he has ever been closely and helpfully associated with the moral development of the community.

FREDERICK BICKEL.

Frederick Bickel, a Portland pioneer, was born in the town of Rodenburg, situated on the bank of the river Fulda, in Germany, his natal day being May 21, 1832. His parents were George and Elizabeth Bickel, the former a blacksmith by trade. The family were making arrangements for emigration to America and the day before their departure the mother died. Frederick Bickel had attended school in his native country between the ages of six and fourteen years and in 1846 he started for America with his father and the other children of the household. After a voyage of fifty-three days upon a sailing vessel they reached New Orleans and thence went up the Mississippi river to St. Louis on a steamboat. In that city Frederick Bickel entered upon an apprenticeship to learn the confectionary business under George Baum to serve for a term of four years. His apprenticeship had progressed for two and a half years when his employer died of cholera. He therefore completed his apprenticeship under Mrs. Baum and her brother, Frank Dekum, who assumed control and carried on the business. Mr. Dekum became a lifelong friend and partner of Mr. Bickel. They were employed in St. Louis until the fall of 1851. In the winter they made plans for coming to California and on the 1st of February, 1852, started for New Orleans and thence sailed to Chagres, Panama, where they took a small boat up the river to Corcona, the head of navigation. From that point they walked twenty-eight miles to Panama, where they were compelled to wait two weeks as all transportation facilities had been engaged ahead of time. They were told that nothing could be secured for three months but they managed to obtain passage on the vessel Anna Smith, bound for Acapulco. Soon afterward this vessel was obliged to put into port for water. Finally they got aboard the Golden Gate, bound for San Francisco, where they arrived on the 21st of May, 1852.

Mr. Bickel and Mr. Dekum then went to Shasta City, California, where they were engaged in business for a short time. Mr. Dekum then came to Portland, looked over the situation and wrote for Mr. Bickel to join him, which he did in 1853. While in Shasta City Mr. Bickel's store was destroyed by fire, causing a total loss. Removing to this city, they opened a store on Front street between Stark and Washington, in June, 1853, under the firm style of Dekum & Bickel. This was the first establishment of the kind opened in this city. They remained at their first location for about a year, when the store building was sold to George L. Story, who there established a drug business. The firm of Dekum & Bickel then removed to Front street, between Washington and Alder streets, where they opened a restaurant in connection with their confectionary

store and in 1856 they established the first soda water manufactory in the city. With the growth of Portland their business steadily increased, for the excellence of the product which they manufactured and handled was such as to insure them a good trade. The partners who as boys served their apprenticeship together continued their business relations in the utmost harmony until 1878, when Mr. Dekum retired. Mr. Bickel then remained as sole proprietor of the business until 1883, when he sold out. He had previously erected a building on Front street, where he began a storage business and later he builds a large office building on Second street between Ash and Ankeny streets. This was one hundred and fifty by one hundred and twelve feet. In 1906 he retired and has since rested from further business cares, his enterprise and activity in former years having brought him a comfortable competence that now supplies him with many of the comforts and some of the luxuries of life. He has since lived retired in a beautiful home at the corner of Ford street and Park avenue.

In Portland, in 1864, was celebrated the marriage of Frederick Bickel and Catherine Karleskint, and unto them have been born seven children: Lena, at home; Amelia, who died in infancy; George L., at home; Bertha, who passed away at the age of twelve years; Albert, who was twenty-eight years of age at the time of his death; Louisa and Frederick B., also under the parental roof. Mrs. Bickel was born in St. Clair county, Illinois, and came to Portland in 1862.

Not only does Mr. Bickel deserve mention as one of the pioneer merchants of the city but also as one of the veterans of the Indian wars of 1854, 1855 and 1856. He enlisted under Captain Wilson in the Oregon Mounted Volunteers, becoming a member of Company A, October 10, 1855. He participated in the four days' battle of Walla Walla and continued with his command until mustered out during the summer of 1856. The experiences of life in the northwest when this was a frontier district are largely familiar to him and his labors have been an effective element in promoting civilization, improvement and progress in this section of the country. In politics he has always been a republican but can never be induced to hold office. He has aided in organizing several of the German societies of the city, including the Turn Verein and the German Aid Society and he is, moreover, a member of the Indian War Veterans, the Oregon Pioneer Society and the Historical Society. Those events which are to many matters of history are to him matters of personal knowledge or experience and he relates many interesting tales of the early days. Upon the pioneer settler there devolved hardships and trials unknown at a later day, and Mr. Bickel faithfully bore his share in all of the labor and effort incident to the early development of the northwest.

JOHN O. GILLEN.

John O. Gillen, senior member of the Gillen-Chambers Company, manufacturers of asbestos products, with factory at St. Johns and office and warehouse at No. 66 Front street, North, in Portland, has been identified with the business here for over twenty years. He was born in New York city in 1867, and is a son of James Gillen. His youthful days were spent in the eastern metropolis, where he attended school and afterward began to learn the asbestos business. He came west to Portland in 1890, attracted by the developing business opportunities of the Pacific northwest.

The impossibility of placing fictitious value upon industry, determination and perseverance at once proves the worth of the individual, who must base his rise upon these qualities. These elements have constituted the salient features in the advancement of Mr. Gillen, who has steadily worked his way upward from the humble position in which he started in the business world. He entered into

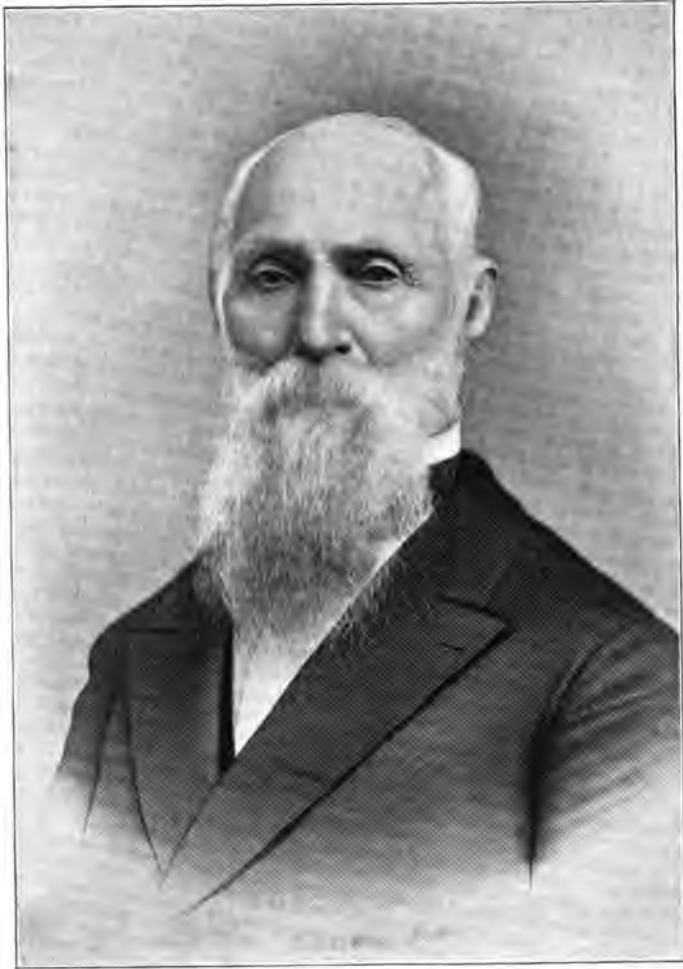
active connection with the asbestos business in Portland as an employe of Joseph Gaffney, a manufacturer who was conducting a small business. In 1894 he was admitted to a partnership under the firm name of Gaffney & Gillen, and a reorganization of the business in 1898 led to the adoption of the firm style of Gillen & Chambers. Joseph Gaffney had died before the firm of Gaffney & Gillen was formed, his brother, Nicholas Gaffney, having become the senior member of that firm. The factory was established on a small scale on Second street in Portland, and was there continued until 1900, when the business was removed to a small room upstairs at No. 66 Front street, North. In 1907, the company erected their own factory in St. Johns at a cost of thirty-five thousand dollars. The business was incorporated in 1904 with a capital stock of ten thousand dollars, and there is now a surplus of seventy thousand dollars. Mr. Gillen is the president of the company, with J. D. Chambers as vice president and W. H. Chambers as secretary and treasurer. They employ from fifteen to thirty men at the St. Johns factory and about twenty-two men at the warehouse in Portland. They have been the makers of all except one of the asbestos theater curtains now in use in Portland, and their manufactured products also include asbestos pipe covering and different fireproof cements. As the public attention has awakened to the danger of fire, especially in congested districts, and has sought out means of protection, the use of asbestos has grown and the business of the Gillen-Chambers Company has increased largely in the last few years. Their sales are now extensive, and their plant is regarded as one of the leading productive industries of the enterprising town of St. Johns.

Mr. Gillen was united in marriage, in 1896, to Miss Lena Clark, a native of southern Oregon. They make their home in Portland and have the warm regard of many friends here. Mr. Gillen has never regretted his determination to leave the east and seek the opportunities of the growing west. Here he found favorable business conditions, and in their improvement and utilization has made steady progress toward the goal of prosperity. He is now a member of the transportation committee of the Chamber of Commerce.

COLONEL WILLIAM WILLIAMS CHAPMAN.

Portland and Oregon are not the product of a single individual or even of a few men, and yet there are those whose names stand out clearly upon the pages of the history of the state because of the greatness of their work in its behalf. Among those who have been truly builders of the northwest, Colonel William Williams Chapman is numbered, his life work being characterized by an unselfish devotion to the public good that was again and again manifest in active and practical work for the benefit of the commonwealth. He stood as the defender of the people at large as against the interests of the few, and when individualistic or monopolistic greed threatened the welfare of the state, he championed the rights of Oregon and in legislative halls, in congress and through private influence worked to uphold those measures which he knew would have far-reaching and beneficial effect upon the history of Oregon for years to come.

Born in Clarksburg, Virginia, on the 11th of August, 1808, Colonel William Williams Chapman was only fourteen years of age at the time of his father's death, and was then thrown largely upon his own resources. After completing a public school education, he entered the office of clerk of the courts, of which Henry St. George Tucker was chancellor. He was in that position assisted by Mrs. Schon, mother of the eminent minister, and his position stimulated in him a desire for learning and an intellectual development, which desire he had opportunity to meet, at least to some extent, for he was given free access to the libraries of prominent lawyers of that state. Devoting his leisure time to the mastery of the principles of jurisprudence, he at length received a license to



W. W. CHAPMAN

practice law and located in Middlebourne, Tyler county, West Virginia. In the fall of 1833 he went to Macomb, McDonough county, Illinois, and in the spring of 1835 to Burlington, Iowa. The following year he was appointed by Governor John S. Horner to the position of prosecuting attorney and later in the same year was appointed by President Jackson United States attorney for the territory of Wisconsin, following the admission of Michigan to the Union. In 1838 Iowa was set apart as an independent territory, and in the fall of that year Colonel Chapman was elected to congress, where he became very active. He prepared and secured the passage of bills for the construction of three important military roads in the state and won for Iowa against Missouri a dispute over the boundary line. He was also the first man in congress to propose a permanent preemption law. Throughout his life he remained a close student of the vital questions of the day, and the interests of local, state and national import. His discrimination was keen, his deductions logical, and in his labors he looked beyond the exigencies of the moment to the possibilities and opportunities of the future. Because of this his work in many connections has endured, being of permanent value. In 1844 he was chosen a member of the state convention to prepare the constitution for Iowa, and in that body originated the measure to transfer in face of the act of congress the grant of five hundred thousand acres to the state for internal improvements for the use of schools, a course at that time unheard of but since followed by all new states. He also proposed measures providing for the election of judges and thus in many essential ways left the impress of his ability upon the history of Iowa.

On the 4th of May, 1847, Colonel Chapman started with his family from Oskaloosa across the plains to Oregon, arriving at Marysville, now Corvallis, on the 13th of November, 1847. In the following February he located in Salem, and in the fall of 1848, when the reports of gold discovery in California were received, he went to the Sacramento river, where he engaged successfully in mining until the early spring of 1849. He then returned and soon afterward was elected representative to the first territorial legislature of Oregon, and during the ensuing session, was appointed to draft a code of laws, but this act was declared void. Following the close of the general assembly, he removed to Oregon City, but after a short time decided upon Portland as his future home, and took up his abode here on the 1st of January, 1850. The city was built upon a section of land owned by Gen. Stephen Coffin and D. H. Lownsdale, in which Colonel Chapman had a third interest. In the spring he cleared and built a residence upon the block where the courthouse now stands. The "town proprietors," as Messrs. Coffin, Lownsdale and Chapman were called, engaged in all enterprises calculated to advance the interests of the embryo city. Every town on lower Willamette and Columbia rivers contested for preeminence in those days, hoping to become the foremost city of the future. In the fall of 1850 the steamer Gold Hunter of San Francisco was purchased for sixty thousand dollars by these gentlemen—a few others subscribing small amounts—and twenty-one thousand dollars of this sum was paid down. For a time the steamer made regular trips to San Francisco with Oregon products and gave Portland such an advantage over all rivals as to annihilate their hopes of preeminence in the future. Soon after his arrival here many more streets were platted, the two original streets were widened, country roads were improved, and many city improvements were introduced, Colonel Chapman proving an important factor in all this work. At that time Portland had no newspaper, but Oregon City and Milwaukie were both publishing a paper. Recognizing the fact that Portland's interests would be promoted if it had a journal to champion its cause, Colonel Chapman and Mr. Coffin went to San Francisco and induced Mr. Dryer to move his plant here and publish a paper. They promised individually to pay him a salary and also pay his traveling and freight expenses. Thus the Oregonian was established, and Colonel Chapman hired a man to assist his two sons, Thomas and Arthur, to distribute the first issue of the paper throughout the town and surrounding

country. At his suggestion, while he was still in San Francisco making arrangements with Mr. Dryer, the paper was given the name of the Oregonian.

In the fall of 1853 Colonel Chapman acquired the Hudson Bay improvements at Fort Umpqua, but still retained his Portland interests, and his law practice at this point. He removed to Fort Umpqua with his family, however, and there engaged in farming and cattle-raising. Long prior to this time he had had military experience as a member of the militia of Iowa, and in 1836, when but twenty-eight years of age, had been elected colonel of his regiment by a large majority. In the fall of 1855, while attending court, an Indian uprising broke out on Rogue river, which was the beginning of the war of 1855-6. Under proclamation of the governor, Colonel Chapman gathered a company, of which he was elected captain. He equipped the command himself, and it was mustered in as Company I, Major Martin's battalion. In the following spring he was chosen lieutenant-colonel and was given command of the Southern Battalion, in which connection he was largely responsible for the successful outcome of the conflict. Resuming activities in civil life, he removed with his family in the fall of 1856 to Corvallis and expected to go from there as a delegate to the constitutional convention, but his candidacy was not endorsed because of his well known opposition to slavery. The following year he purchased extensive farming interests at Eugene City and removed there. While residing at that place he was nominated for territorial representative, and was also mentioned in connection with the office of senator. He was appointed surveyor-general of Oregon, which position he filled until 1861, when he resigned and in that fall returned to Portland. Soon afterward he built a home at Fourteenth and Jefferson streets, where he continuously resided, giving his attention largely to the practice of law.

When, in 1863, a bill was introduced into congress with the land grant subsidy for a road from a junction from the Central Pacific Railroad to Portland, Colonel Chapman protected the interests of Oregon by framing and presenting to congress resolutions for modifications requiring that the road must be started at this end as well as the other, and the work of progress carried on from each end equally. He was notable for his keen foresight, and assisted in forestalling by legislation many corporate abuses. As a member of the legislature of 1868, he proposed and secured the passage of a bill providing a thirty thousand dollar subsidy to furnish large tugboats to tow ocean vessels through the mouth of Columbia river, thus abolishing high rates then charged, and stimulating the commerce of Portland with foreign ports. Perhaps his most important work for this city and the state at large was his long fight against the Northern Pacific Railway, covering many years, and bringing forth many hard fought battles in the courts won by him as the result of his untiring energy, loyalty to the interests of the people and extraordinary sagacity. He thus defeated repeated attempts to ignore Portland by building only on the north side of the Columbia river and to gain the railroad monopoly of the northwest, the result of which was the building of the line of the Oregon Short Line Company, which secured for Portland eastern railway connections. In this struggle he spent the energy of his best years and also a magnificent fortune. As the result of over-exertion, he was stricken with paralysis in November, 1888, rendering his right side largely useless, but he retained the precious prize of keen mentality until his death, which occurred on the 18th of October, 1892, when he had reached the advanced age of eighty-four years.

In the spring of 1832 Colonel Chapman was married to Miss Margaret Fee Inghram, a daughter of Colonel Arthur Inghram, a prominent farmer and man of public spirit, who served for twenty years in the state legislature of the Old Dominion. Mrs. Chapman died June 21, 1889, in the seventy-fourth year of her age. They were the parents of eleven children, of whom only two are now living: Mrs. Mary C. Galbraith, of Seattle; and Winfield S., of whom mention is made on another page of this volume.

Colonel Chapman was a Mason and enjoyed the highest regard of his brethren of that fraternity. A few weeks before his death the school board of Portland named one of the new public schools in his honor in recognition of his efforts to advance the cause of education. Progress and patriotism might well be termed the keynote of his character. There are few men who have labored so unselfishly and untiringly for the public good. His strong analytical mind enabled him to understand every phase of a question, and his remarkable sagacity enabled him to look beyond and beneath the surface and recognize the true condition of affairs and the possible outcome for the future. His comprehensive understanding of every public question therefore was a most effective feature in his work for the public good, and in his life his public and private acts ever balanced up with the principles of truth and honor.

WINFIELD S. CHAPMAN.

Winfield S. Chapman of Portland, is one of the oldest among the native residents here, his birth having occurred in the then village of Portland on the 3d of July, 1850. He is a son of Col. W. W. Chapman, whose biography precedes this. His parents removed to southern Oregon in 1853, but returned to Portland in 1861, so that Winfield S. Chapman largely acquired his early education in the schools of this city, principally in the old Portland Academy, from which he was graduated in 1868.

Following his graduation, he entered the office of the city surveyor as assistant and a year after attaining his majority became chief of that department, which position he filled for two years, when a change in political administration occurred and a democrat was appointed. Turning his attention to the field of journalism in 1878, he founded the Daily Bee, of which he was editor. He made this a popular and successful paper, but in the fall of that year sold out and again became city surveyor, which position he held until 1881. In that year the city council again became democratic, and he once more left the office; but in 1883 was again appointed, so serving until 1884, when he resigned in order to accept the position of superintendent of streets, which he held until the office became elective in 1891, at which time he refused the nomination. During the '70s he devoted several thousand dollars to assisting his father in the projected railroad from Salt Lake to Portland and surveyed a part of the line at his own expense. During the following decade he was the controlling spirit in the installation and operation of the Jefferson street steam ferry, which after long litigation broke the monopoly that had been controlled by the Stark street ferry for many years. He was also the organizer and the main promoter in the construction of the waterworks on the east side of the river, the first system established there, and obtained a franchise for, located and planned the Madison street bridge, but sold the ferry and franchise before the work on the bridge had progressed far.

The panic of 1893 found Mr. Chapman with real estate on his hands to the extent of two hundred thousand dollars, but the decline in the real estate market was so great and so rapid that his entire wealth was swept away. In 1899 he went to Skagway, Alaska, where he edited the Daily Alaskan until his return to Portland to prepare for departure to Cape Nome, whither he went in the spring of 1900 as part owner of an outfit of machinery for mining gold from the beach sands. This enterprise, however, was not successful. In 1904 he accepted the position of district engineer in the office of the city engineer, and has since acted in that capacity. While he has given assiduous attention to the duties of the office, which have been discharged with the utmost fidelity and ability. He is also interested in various private enterprises which are now proving sources of profitable return. In politics he has likewise been an active republican, stanchly advocating the principles of the party.

One of the strongly marked characteristics of Mr. Chapman has been his filial love and devotion to his parents, to whom he was especially attentive and helpful in their last years. When young he promised his mother not to marry while she lived, and he kept this promise. On the 21st of December, 1908, he wedded Miss E. E. Crookham of San Francisco, a daughter of Judge J. A. Crookham of Oskaloosa, Iowa. She is a lady of high educational attainments, who was graduated from Mt. Holyoke College, visited England and other countries of Europe a second time in pursuing her studies. For several years she was a successful teacher in the Portland high school, and afterward accepted a position in the city schools of San Francisco, where she lived and experienced the terrors of "the great fire" in that city. While Mr. Chapman has at times met reverses in his business enterprises owing largely to conditions over which he had no control, he has nevertheless done an important part in the upbuilding of the northwest and his service as a public official has been marked by a fidelity that none have questioned.

WILLIAM K. SMITH.

To the energetic nature and strong mentality of such men as William K. Smith is due the development and ever increasing prosperity of Portland. His career has been one of activity, full of incidents and results. In every sphere of life in which he has acted he has left an indelible impress through his ability and tireless energy that never stops short of the attainment of its purpose. He first visited Portland in 1854. Returning in 1869, with the experience of previous residence in Oregon and in California through the days of pioneer development, he joined his interests at once with those of the growing city and his efforts have since been a resultant feature in its further progress and promotion. He is today numbered with Portland's capitalists, and the most envious cannot grudge him his success so worthily has it been won through activity in industrial and financial circles. At the age of eighty-four years he remains one of the city's most honored and venerable residents.

Mr. Smith was born in Fayette county, Pennsylvania, August 3, 1826, a son of Peter and Barbara (Showalter) Smith, the former of English lineage and the latter of Holland Dutch descent. The birth of James G. Blaine occurred in the same town where Mr. Smith spent his early youth. The father was a farmer and carpenter who removed from the Keystone state to Ohio when his son William was but six years of age. He settled upon a tract of land in Clermont county, where he engaged in farming until his removal to Indiana. He was afterward a resident of Illinois and later of Texas, his death occurring in the Lone Star state, while his wife passed away in Ohio.

The removal of the family made William K. Smith at different times a pupil in the public schools of Pennsylvania, Ohio, Indiana, Illinois and Alabama. With the family he went to Texas and there worked upon the home farm until eighteen years of age. Then leaving the parental roof, he went to Alabama, where he again attended school and also engaged in clerking for his uncle, a merchant and physician, with whom he also read medicine. After five years spent in Alabama William K. Smith went to La Grange, Texas, where he was employed as a clerk in a mercantile establishment. Before he left Texas he had earned a cow and calf by splitting rails. He left the cattle there and went to Alabama. When he returned he invested in a drove of cattle and was engaged in live-stock business for some time but subsequently sold out and went to St. Louis for the purpose of improving his education. His life experiences had taught him the value of intellectual training as an element to success in business, and making his way to St. Louis he pursued a course in a commercial college of that city and also attended Shurtleff College at Alton, Illinois.



W. K. SMITH



While there Mr. Smith formed a company to cross the plains, being attracted to the west by the fact that he had a brother, Joseph S. Smith, who was living upon the Pacific coast and who sent back favorable reports concerning its opportunities and possibilities. William K. Smith left St. Louis with about eighty head of cattle and fine horses, with a few men to assist him in the care of his stock in crossing the plains. His horses, however, were stolen on the journey. The party had considerable experience with the Indians while crossing the plains and were constantly on the alert for fear of an attack. Day after day they traveled on over the hot stretches of sand and through the mountain passes until their eyes were gladdened by the green valleys of California. Soon after reaching the Golden Gate Mr. Smith sold his cattle and turned his attention to mining. But not finding the gold in the country that he had anticipated, he opened a small store on the McCallum river. After living in California for about a year he decided to visit his brother, Joseph S. Smith, who had settled with his family on Whidby's island, Puget Sound, Washington territory. This journey took him, in 1854, through Portland, then a new and unimportant settlement. From Portland to his destination the arduous trip was made on horseback. Arriving at dusk at his brother's log house, he was at first received with scant welcome by his brother who, not having seen him for several years and receiving no news of his coming, failed at first to recognize the tall, bearded stranger. His brother's baby boy, however, seemed quaintly enough to notice the kinship, as tugging at his mother's apron, he lisped "Mamma—two papas." After a short visit with his brother, Mr. Smith retraced his steps to Salem, Oregon territory, where he purchased from Dr. Wilson (whose donation land claim was the original town-site of Salem) a drugstore which included also a stock of books, paints, oils and general merchandise. This store he conducted with great success for fifteen years, securing an extensive trade from the town and surrounding country.

During this period he established the water system of Salem, bringing in an unlimited supply of fine water from the Santa Ana river. He secured the controlling interest in the Salem Woolen Mills and associated with himself in the management of the enterprise, J. F. Miller, H. W. Corbett, W. S. Ladd, L. F. Grover, J. S. Smith and Daniel Waldo. These mills made the first shipment of wool sent to the east from the Pacific coast. With practically the same associates he built the first large flouring mills and an immense wheat warehouse. These, the biggest mills on the coast, were operated by water power from Santa Ana river. During this period he acquired the McMinnville Flouring Mills, trading to Robert Kinney, his woolen mill stock for a ranch of a thousand acres, stocked with fine horses and the McMinnville mills. In such manner the extent and importance of his business interest were a prominent and effective feature in Salem's progress and commercial prosperity.

Seeking still broader fields of labor and realizing that Portland had natural advantages which in time must make it a city of large interest, Mr. Smith severed his business connections with Salem and in 1869 became identified with the industrial life of the Rose City. He established a sawmill and thus began the manufacture of lumber. Through the intervening years he has been connected with an industry which has been and is one of the chief sources of revenue to the state. At one time he owned and operated three sawmills, and although two of these have since been burned, he is still the owner of a saw and shingle mill. Looking beyond the exigencies of the moment to the possibilities of the future, he has ever directed his efforts along lines that have been effective forces in the extension of Portland's business interest and connection. With C. H. Lewis, Henry Failing and H. W. Corbett he furnished the first money required in financing the new Bull Run system of water supply, and was a member of the original water commission, being one of the three survivors of that representative body. He later won recognition as a leading financier of Portland, becoming identified with the Portland Savings Bank, which was organized in 1880 and of which he became vice president and one of the directors. He was also elected

one of the directors of the Commercial Bank, and his sound judgment was brought to bear in the correct solution of many intricate financial problems. He was vice president and director of the Ainsworth Bank. He contributed to the city's material improvement as the builder of a dock and warehouse on the levee north of Salmon street in 1876. He was also one of the promoters of the street railway system of Portland, being among those who organized the old cable car company, in which undertaking he lost considerable money. He was also among the first to agitate and support the question of establishing an electric line, thus constituting the foundation of Portland's present excellent street car service. He was interested with Ben Holladay in building the first railway in Oregon and also engaged in the shipping business, being the owner of the Hattie C. Bessie a four-masted bark, which he chartered to Chinese merchants for twenty thousand dollars for a single trip to China. His business connections were so varied and important in Portland that it would have seemed that outside affairs could have no claim upon his time and attention. Yet he has had important agricultural interests, owning at one time a ranch of one thousand acres in Yamhill county, stocked with fine horses and cattle. This property he traded for the Hattie C. Bessie. While in Salem he purchased the first bushel of apples ever sold in that city; they were raised in Polk county and were a very fine variety. He afterwards sold many of the apples at one dollar each and disposed of one for five dollars to D. M. Durell, a banker and sawmill man, who said he would take the apple to the Smithsonian Institute in Washington for it was almost the size of a large cocoonut.

At present Mr. Smith is engaged in the real-estate business and handles much property. He has sold more land for railroad terminals than any man in Portland and recently disposed of realty to J. J. Hill, the railroad magnate, that was worth over a quarter of a million dollars. He has furnished the sites for two parks to the city of Portland. Seventeen years ago he purchased Council Crest paying fifty thousand dollars for sixty acres. His realty holdings are extensive and return to him a gratifying annual income.

In San Francisco in 1864 Mr. Smith was united in marriage to Debbie H. Harker, a sister of General Charles Harker who won his title by service in the Civil war. Unto Mr. and Mrs. Smith were born six children: Eugenia, the wife of T. Harris Bartlett, of Idaho, and the mother of one child, Barbara S.; William K. Jr., who is living in Portland; Victor H., who is a graduate of the Willamette Medical College, the Virginia Medical College and the Medical College of New York and is now successfully engaged in the practice of medicine in Portland; Joseph H., connected with the Portland Electric Light Company, who married Gertrude Eger and has one child, Josephine; Charles H., who died when four years of age; and Sumner, who was drowned in the Willamette river saving the life of a young lady whose rescue he effected at the cost of his own life.

While Mr. Smith does not hold membership with any religious denomination, he has contributed liberally to the building of churches, including both the Methodist and Episcopal churches at Salem. He was also a generous donor to the Willamette University at Salem and furnished the ground upon which they built the Willamette Medical School in Portland—a property of which he obtained possession later by purchase.

From boyhood days, when he read by the flickering light by the fireplace he has been a student and devoted admirer of the great authors. His favorite poets are Pope and Thomas Moore, and he often surprises and charms his listeners with a graceful and apt quotation from the satire of the one or the mournful sweetness of the other. Naturally he became a strong supporter, financially and otherwise, of the old Portland Library Association and was a life member and director of that body. Since the old association was taken over by the city and became a free public library he has had an unabated interest in its welfare and still serves as director and a prominent member of important committees.

His cooperation has ever been counted upon to further progressive public measures and his labors have been of far-reaching effect and importance. He thoroughly enjoys home life and takes great pleasure in the society of his family and friends. He is always courteous, kindly and affable and those who know him personally—and he is widely known throughout the state—have for him a warm regard. A man of great natural ability, his success in business from the beginning of his residence in Portland has been uniform and rapid and while he has long since passed the age when most men put aside business cares, he yet manages his investments and his interests, and his business discernment is as keen and his judgment as sound as it was two or three decades ago. Although the snows of many winters have whitened his hair, in spirit and interest he seems yet in his prime, and out of his wisdom and his experience he gives for the benefit of others.

BENAGE S. JOSSELYN.

Benage S. Josselyn, identified with many corporate interests which have constituted important factors in the development of the natural resources of the northwest and have thus contributed in large measure to its growing prosperity, is particularly well known in connection with all branches of steam and electric railroad building and operation, lighting and electric power.

He was born in Heyworth, Illinois, February 7, 1858, a son of Sydney A. and Kate E. Josselyn, the former a railroad agent. At the usual age he entered the public schools, wherein he continued his studies to the age of fourteen, when he put aside his text-books in order to receive his initial business training in a railroad office. He came to the northwest in 1907 and, appreciative of the natural advantages of the country and of the opportunities for rapid and remarkable business development, he allied his interests with this section of the country and industrial, commercial and financial interests have been largely promoted through his cooperation. He has been connected with all branches of steam and electric railroads, lighting and electric power.

Mr. Josselyn entered the railway service as ticket clerk in 1873; was general manager for the Kansas City, Osceola & Southern Railway from 1893 to 1898; was general superintendent of the Omaha & St. Louis, the Omaha & Kansas City and eastern lines, until April, 1899; as expert, making reports on various lines for eastern capitalists in 1899 and 1900; manager of the Kentucky & Indiana Bridge & Railway Company at Louisville, Kentucky, from 1900 to 1902; general manager of the Hudson Valley Railway Company at Glens Falls, New York, in 1902-3, and of the Union Terminal Railway Company at Sioux City, Iowa, from 1903 to 1906; assistant to president of that company 1905-6, and was made vice president in the latter year. He was general manager and vice president of the Maryland Telephone & Telegraph Company from 1906 to 1907, and also of the Baltimore Electric Power Company. Since the 1st of July, 1907, he has been president of the Portland Railway Company. He is also president of the Portland General Electric Company, of the Oregon Water Power & Railroad Company, the Union Traction Company, the Cazadero Real Estate Company, the Portland & Sandy River Electric Company, the Willamette Falls Company, the Kenton Construction Company, the Portland Railway, Light & Power Company, and vice president of the Pacific Monthly Magazine. In his business career he has seemed to realize at almost every point the possibilities for successful accomplishment at that point. With notable ability to discriminate between the essential and non-essential, he has chosen and utilized that which is of value in the development of important business interests, and with remarkable prescience has prepared to meet the needs and demands of a rapidly developing country.

On the 15th of April, 1885, Mr. Josselyn was married to Miss Ida Mott Courtright, and they have three children: Dorothy, Mildred and Benage S., aged respectively twenty-one, eighteen and fifteen years. The family attend the Christian Science church, in which Mr. Josselyn holds membership. He has attained high rank in Masonry, holding membership in the lodge, chapter, commandery and consistory, attaining the thirty-second degree of the Scottish Rite. He is a past eminent commander of the Knights Templar of Portland, and is a Noble of the Mystic Shrine. He also belongs to the Royal Arcanum, and in more strictly social lines is connected with the Maryland Club of Baltimore, and the Arlington, Commercial and Waverly Golf Clubs of Portland. The last named indicates one of the chief sources of his recreation when opportunity permits him to put aside the arduous cares of the growing business interests which have claimed his attention, bringing him enviable and admirable success and at the same time constituting features in the general prosperity of this section of the country.

PHILIP CHRIST.

No history of Vancouver or this section of the country would be complete without mention of Philip Christ, now eighty-six years of age. He came as a soldier to Washington in 1848 to protect the interests of the sufferers in the northwest, and after several years' military experience in frontier barracks, became identified with the agricultural development of this section of the country. His work from that time until his retirement was of marked value to the community in promoting its farming interests and in utilizing the natural resources of the district.

Mr. Christ was born in Germany May 6, 1824, and continued in his native country until a young man of twenty-four years, when he sailed from Antwerp to New York city. He had been in the eastern metropolis but a brief period when he enlisted for service in the United States army, the country being then engaged in war with Mexico. He joined the First Artillery and that fall was sent to the front, where he served until the close of hostilities. In 1848 the regiment returned to Governors Island, New York, there waiting while a ship was being fitted up to bring them to the Pacific northwest. When the equipment was completed, they sailed for the isthmus of Panama, and from there sailed to Vancouver Barracks, which was then in Oregon territory, this section of the country not having been divided into the two states of Oregon and Washington. These two companies were the first United States troops in the territory. It was their duty to protect the early settlers against Indian invasion, and for five years Mr. Christ remained on active duty with the army, after which he was honorably discharged in 1853.

For a year thereafter he worked in the mines, for gold had been discovered on the Pacific coast, and he thought perhaps there might be opportunity for him to thus gain a fortune. His hopes were not realized, however, so he took up two claims of three hundred and twenty acres of land, which he cleared and farmed. He was here joined by his brother Henry after the latter came to the new world and for many years they were closely associated with the agricultural development of the Columbia valley. Year after year they devoted their energies to general farming with good success, but in 1890 retired to private life, Mr. Christ giving his land to his nephews and nieces. He now lives in Vancouver with his brother Henry and between them there have long existed the most cordial business relations and the most pleasant companionship. Philip Christ has traveled far on life's journey, and the record is one which has brought to him the respect and good will of all with whom he has come in contact. His history covers the period between the primitive past and the days of

modern progress, and he relates many interesting incidents concerning the development of this section of the country as year by year the work of improvement has been carried forward, making the Columbia river valley on a par with the older east in all that indicates development and improvement.

CHARLES WESLEY ROYAL.

Charles W. Royal is well remembered as one of the early settlers of Mount Tabor. While living there his attention was largely devoted to horticultural pursuits. At different times, however, during his residence in the state, especially in the early days, he was identified with educational affairs, and no man had keener interest in intellectual progress or took more genuine delight in the substantial development of the schools. In fact, his influence was always on the side of municipal and moral progress, and it is this which makes him remembered by many who knew him, while he was still an active factor in the world's work. He was born in Piqua, Ohio, February 17, 1823, a son of William and Barbara (Ebey) Royal. His father was born near Wheeling, West Virginia, and was a minister of the gospel. He began preaching in 1831 and his first appointment was at Fort Clark, situated somewhere in the vicinity of Peoria, Illinois. His circuit included all of the territory north of Peoria save Chicago, where the Rev. Jesse Walker was then stationed as a preacher. William Royal continued his labors in the middle west until 1853, when he came with his family to Oregon as a retired preacher of the Rock River conference of Illinois. He was later transferred to the Oregon conference and preached his first sermon in the northwest at John Beason's home in Jackson county, Oregon. He was connected with several different circuits during his residence in the northwest and lived in Portland for several years. He built the first Methodist church on the east side of the city called the Centenary Methodist Episcopal church, and his labors in behalf of his denomination were far-reaching and effective, his work still bearing good fruit in the lives of those who heeded the gospel call under his teachings. He was living retired at the time of his death, which occurred in Salem, Oregon, in September, 1871. His wife was born on the Little Juniata river in Pennsylvania in 1800. The birth of the Rev. William Royal occurred in February, 1796, and thus he had attained the age of seventy-five years at the time of his demise. The family numbered seven children—six sons and a daughter, of whom the eldest, the Rev. Thomas F. Royal, now ninety years of age, is mentioned at length on another page of this volume.

Charles W. Royal, the second of the family, completed his education as a student in McKendree College, at Lebanon, Illinois, and afterward learned the mason's trade but did not follow it to any great extent after the period of his early manhood. While visiting near Victoria, Illinois, he formed the acquaintance of Miss Sarah A. Cumming, a daughter of John and Mary (Berry) Cumming of Victoria. The young lady was teaching school in that vicinity and the friendship which sprang up between them was consummated in marriage on the 2d of September, 1864. Mrs. Royal was born at Rocky Springs in eastern Tennessee. Her father learned and followed the blacksmith's trade, but also became a preacher of the Episcopal church. Removing to Aurora, Illinois, Mr. Royal there engaged in the machinery business, dealing in farm machinery for some time. At length he determined to establish his home in Oregon, to which state his father and the rest of his family had preceded him in the year 1853, and to this end made an offer to close out his business in Aurora. He could not settle up his affairs, however, in time to make the trip when he wished, so his wife and son, Osmon Royal, then a boy, started for the coast, making the journey by way of the isthmus of Panama and arriving in Portland in August,

1865. Mr. Royal's father, Rev. William Royal, was here at the time, and in the fall of the same year Charles W. Royal, having closed out his interests in the middle west, arrived in Portland. He and his wife then went to the Umpqua Academy, of which his brother, Rev. Thomas F. Royal, had charge, and both engaged in teaching in that school for about a year. They then returned to Portland. In the meantime, before the arrival of her husband, Mrs. Royal had engaged in teaching at the Indian school at Fort Simcoe, of which Rev. James H. Wilbur, known as "Father Wilbur," had charge. After their return to Portland, Mr. and Mrs. Royal rented a farm that includes the present site of Mount Tabor, which is now one of the beautiful and populous residence districts of Portland. For a year he devoted his energies to general agricultural pursuits, at the end of which time the family home was established at Salem that the eldest son might have the privilege of attending college there. Mr. Royal turned his attention to the real-estate business in which he continued at Salem for about six years. During this time he was a most active member of the city council. Again a return to Portland was made, and the family once more took up their abode on their Mount Tabor land, where Mr. Royal gave his attention largely to the cultivation of berries which he found a successful undertaking. He was one of the first settlers of Mount Tabor, there being only three houses in that locality at the time. He continued to make his home there until his demise, which occurred October 16, 1895, his remains being interred in Lone Fir cemetery.

Following the death of her husband, Mrs. Royal removed to another part of Mount Tabor, where she still lives. They were the parents of two children, but one died in infancy, and the other, Charlie, at the age of four years. By a former marriage, Mr. Royal had two children. In Illinois he had wedded Rachel Misner, who died in that state about fifty years ago, leaving two sons: Ladru, of Los Angeles, who is engaged in the real-estate business and for many years was a successful teacher of Oregon; and Dr. Osmon Royal of Portland, who is mentioned in this volume.

In his political views Charles W. Royal was always an earnest republican from the organization of the party, and faithfully discharged every duty of citizenship that devolved upon him. He was, moreover, a very active, faithful and helpful member of the Methodist Episcopal church, and held different offices therein, serving as steward, Sunday school superintendent, and in other official capacities. He did everything in his power to promote the growth of the church and extend its influence, and he was ever a progressive man who sought as well the intellectual development of the community and furthered every movement which tended to uplift mankind. His entire life was actuated by a spirit of broad humanitarianism and by all who knew him he was held in high respect and honor.

CHARLES WILLARD KING.

To say of him whose name introduces this review that he has risen from a comparatively obscure position to one of notable distinction in mercantile circles seems trite to those who are familiar with his history, and yet it is but just to say in a record that will descend to future generations that his business career is one of which any man might be proud, for since starting out in life as errand boy, his promptness, energy and fidelity have been a crowning point in his career, winning him successive promotions until, as a member of the firm of Olds, Wortman & King, he ranks with the leading merchants of Portland. Moreover, he is one of Oregon's native sons, his birth having occurred in Buteville, November 7, 1865. His parents were Samuel and Sarah (Fairbanks) King, the latter numbered among the Oregon pioneers of 1852. The father was the



C. W. KING

many in March, 1878. Her father was a miller, so that both sides of the family were connected with one phase or another of the grain business, and several of the children of Johann H. Albers are interested in similar undertakings. Anna, the only daughter, is the wife of Frank Terheyden of Portland.

Reared in his native land, Bernard H. Albers who was the eldest of a family of nine children, continued his education in the schools of his native town until graduated from the gymnasium of Lingen. His early business training was received in connection with the grain trade conducted by his father, and he was largely familiar with different phases of the business when, in 1887, he crossed the Atlantic to America, having become convinced by reports which he had heard that the business opportunities of the new world were superior to those offered in the fatherland. He landed at New York and thence made his way to Terre Haute, Indiana, where for two years he was employed in the wholesale grocery house of Hulman & Company. But the far west called him, and in 1889 he came to Portland. He had no capital with which to engage in business on his own account, and here secured employment in the feed store of Rogge & Storp, with whom he remained for four years. But his laudable ambition prompted him to engage in business on his own account and, carefully saving his earnings as an employe, he at length invested his capital in the establishment of a business under the firm name of Albers & Tuke, in 1893. The new enterprise prospered from the beginning, although established on a small scale. Mr. Albers had already become recognized in Portland as a reliable and enterprising young business man, and his fellow townsmen not only encouraged him by giving him trade, but continued as his patrons, owing to the reliable methods which he followed in the conduct of his business. The growth of the trade demanded larger quarters, and in 1898 Mr. Albers erected a commodious milling establishment at the corner of Front and Main streets. The following year he extended the scope of his business, establishing the United States mills, which have since been utilized by the company for the manufacture of rolled oats and other cereal products. Changes have occurred in the ownership of the business, Mr. Tuke withdrawing, while in 1895 the Albers & Schneider Company was incorporated with Mr. Albers as president and manager. A different organization was effected in 1903 and the business reincorporated under the name of the Albers Brothers Milling Company. They do business on Lovejoy street, where are found warehouses and splendid shipping facilities, including dock property. Their hay business has proved a source of large revenue. During the Spanish-American war the firm was offered the contract for supplying all of the hay shipped from Oregon to the Philippine Islands for government use there. A hay compressing plant was established at Forest Grove by Mr. Albers in 1900. The growth of the business has been continuous until the Albers Brothers Milling Company is in control of the most extensive enterprises of this character upon the Pacific coast. Their trade covers a large part of the east, as well as California, Arizona, Utah, Montana, Idaho, Washington, Alaska and British Columbia. Aside from the extensive plant in Portland for the manufacture of rolled oats and other cereal products, the company has mills at Tacoma, Seattle and San Francisco. Mr. Albers possessed a genius for organization and an aptitude for successful management, and the extensive business as it stands today is a monument to his enterprise, executive ability and administrative direction.

Mr. Albers was married twice. In October, 1892, he wedded Hermina Sommer, who died in June, 1899, and in April, 1902, he married Miss Ida Agnes Wascher, a daughter of William Wascher. There were four children by the first marriage: Agnes, Theresa, Hermina and one who died in infancy, while the children of the second marriage are Bernard, Alfred and Ernst.

Mr. Albers held membership in St. Joseph's German Catholic church. Externally he was connected with the Knights of Columbus and the Benevolent and

Protective Order of Elks. He also belonged to the Commercial Club, and to the Manufacturers Association, and in those connections did all in his power to promote the business enterprises and far-reaching trade interests of the city. His death occurred very suddenly at Arrowhead, California, March 4, 1908. Not only Portland, but the entire northwest lost one of its most prominent and representative citizens when Bernard Albers was called from this life. What he undertook in the field of business he accomplished, and his rise was almost a phenomenal one, for within only a comparatively few years he rose from the position of a humble employe to rank with the foremost grain merchants, millers and manufacturers of the Pacific coast. His vocabulary contained no such word as fail. He knew that honorable effort intelligently directed will always win in the end, and he took that method of reaching the high financial position which his ambition set up as his standard. He availed himself of every legitimate opportunity that arose for the promotion and expansion of his business, and his name became in the northwest a synonym for enterprise and progressiveness. Aside from all his splendid business qualifications, he manifested those sterling traits of character which everywhere command respect and confidence, possessing an engaging personality and a charm of manner that won him friends wherever he went.

FRANK BRANCH RILEY.

Frank Branch Riley, popular in the social circles of Portland, and gaining year by year, added prominence as a representative of the legal profession in Portland, was born at Osceola, Iowa, August 4, 1875, a son of Edward Francis and Martha (Smith) Riley, of whom mention is made elsewhere in this volume. He attended the public schools of his native town until 1899, and in the scholastic year of 1890-91 was a student in the Columbia School of Oratory and Dramatic Art in Chicago. In October of the latter year he came with his parents to Portland, Oregon, and entered the high school, from which he was graduated in February, 1893. In 1894 he completed the work of the senior year at the Columbia School of Oratory, now the Columbia College of Expression, and returning home resumed his preparation for college at Portland Academy, being graduated therefrom in June, 1897.

In the fall of that year Mr. Riley entered upon a four years' course in the Leland Stanford University, specializing in the departments of law and economics, and was graduated May 25, 1900, with the degree of A. B. He was prominent in the undergraduate life of the university, and was associate editor of the student body publications, leader and dramatic reader of the Glee Club, president of the Sword and Sandals, and a member of the Greek letter fraternity of Zeta Psi, the class societies of Sigma Sigma and Theta Nu Epsilon, and the legal fraternity Phi Delta Phi. In 1900-01, he completed his law course in Harvard Law School at Cambridge, Massachusetts, and afterward traveled in Europe. Admitted to practice at the Oregon bar in 1901, he became junior member of the firm of E. F. & F. B. Riley, attorneys and counselors, with offices at 509-510-511 Chamber of Commerce building. He has specialized in the law of real estate and probate, and his developing powers, manifest in increased ability in handling involved and intricate legal problems, have won him a constantly growing clientage. Moreover, he is secretary and general counsel of the Clackamas Title Company and secretary-treasurer of the Oregon Association of Title Men.

On the 6th of August, 1902, Mr. Riley was married to Miss Lottie Von Strombeck Brand, also a graduate of the Leland Stanford, Jr., University of the class of 1900. They have one son, William Brand Riley, born November 11, 1907. Mr. and Mrs. Riley are well known socially in Portland, and he is a

popular member of various clubs and societies. He belongs to the University Club, the Waverly Golf Club, the Portland Commercial Club, the Apollo Club (men's chorus), and is a director of the Portland Automobile Club. He is also secretary of the Mazamas, a mountaineering club of the northwest, and is the author of various articles on mountaineering, while his contributions of dramatic criticism to magazines and newspapers have come to be widely known. As a representative of the younger business and professional men of Portland, Mr. Riley is frequently heard in public meetings on questions of civic interest, and gives freely of his talents as an organizer and promoter of benefits and public performances for charities.

PHILIP STREIB.

Philip Streib, president of the First State Bank of Milwaukie, has in the years of his residence in the west prospered by reason of his well directed energy and unfaltering perseverance. He was born in Baden, Germany, on the 30th of May, 1864, and his youthful days were there passed in the attainment of an education, and later in learning the trades of brewer, maltster and cooper. He was employed in that way for a time, and later took a thorough course in a brewers college, so that he gained a comprehensive knowledge of the business which was his source of income for some time.

In the year 1881 Mr. Streib came to America. At the same time his parents, Ludwig and Louisa (Steiner) Streib, crossed the Atlantic and six months later made their way to Portland. They are now living upon their son's farm in Washington county. On crossing the Atlantic Philip Streib located first at Toledo, Ohio, where for nine months he was employed as a brewer. In May, 1882, he came to Portland and has since made his home in this section of the country. Here he worked at his trade in the Gambrinus Brewery for a time and was afterward employed in the Henry Weinhard Brewery until 1889. In the meantime he carefully saved his earnings and in 1885 purchased a farm in Washington county, upon which he took up his abode on leaving the employ of Mr. Weinhard four years later. He was then engaged in the cultivation of that farm until 1893, when he returned to Portland and followed the hotel business as proprietor of the Old Metropolis Hotel at the corner of First and Main streets. He conducted the business for eleven years, but ere the close of that period has purchased thirty-four acres of the Llewellyn place in Milwaukie. In 1904 he disposed of his hotel and removed to the Llewellyn place, which he operated for a time and then subdivided, selling a part of it in town lots. In fact he has disposed of all of it save twenty lots that are within the city limits of Milwaukie. He still owns his farm of eighty-five acres in Washington county. After subdividing the property at Milwaukie he organized the First State Bank in February, 1909, and was made its president, which position he still fills. Already this has become recognized as one of the strong financial institutions of the district, its business growing rapidly from the start.

On the 15th of October, 1887, Mr. Streib was united in marriage to Miss Caroline Munch, of Toledo, Ohio, and they have become parents of a son and daughter, Philip and Elizabeth, both at home. Mr. Streib is well known in German-American circles, has been a member of the German Aid Society since 1885 and about the same time joined the Turnverein. In this he takes a very active part, has served as president and also as trustee of the organization in Portland. Fraternaly he is connected with the Elks lodge in Portland and the Odd Fellows lodge in Milwaukie. His political allegiance is given to the republican party and in 1904 he was elected a member of the city council of Milwaukie, serving continuously until December, 1908, when he was chosen mayor of this city. His administration has been businesslike and progressive

and has been characterized by needed reforms and improvements. He is interested in all that pertains to the general welfare and while his labors have largely benefited himself through the conduct of his business interests, he has also found time to cooperate in measures for the general good and is now a prominent representative of that class of men who are bringing to the outlying districts the same spirit of enterprise that constituted a most effective force in the upbuilding and growth of Portland. Like others he has introduced into his home community those elements of city life which work for substantial advancement.

RALPH WARREN HOYT.

There is no greater stimulus to individual activity and enterprise than that which is found in the life history of such men as Ralph Warren Hoyt, who has worked his way upward from a humble position in the business world. Having a newspaper route in his boyhood days and thus supplementing the little salary which he received in minor positions, he gradually won promotion by his worth and ability until he was made cashier of the Merchants National Bank, from which position he resigned January 7, 1910, thus completing twenty-seven years with this bank. Born in Portland, July 9, 1864, he is a son of Henry Lafayette Hoyt, who went to California in 1849 and came to Portland in 1852. The Hoyts came of Puritan ancestry and settled in Massachusetts and Connecticut, being descended from Lieutenant Stephen Hoyt, who fought at the battle of Bunker Hill and also at Saratoga at the time Burgoyne surrendered his troops. To the same family belonged Richard Hoyt, who served in the Fortieth Infantry in the war of 1812, and died in Portland, Oregon, July 1, 1866. Hoyt street of this city was named in his honor. Coming to Portland in pioneer times, the Hoyts were closely identified with the river interests. All of them, with the exception of George W. Hoyt, who was clerk for the Oregon Steamship & Navigation Company for many years, were steamboat captains. Captain Henry Lafayette Hoyt, father of Ralph Warren Hoyt, formerly owned the steamer Multnomah, one of the first boats on the Willamette river. He was also United States shipping commissioner for many years and likewise filled the office of deputy collector of customs. He wedded Miss Mary Louise Abbott Millard, a daughter of Dr. Justin Millard, one of the early settlers of Oregon, who with his family crossed the plains in 1852.

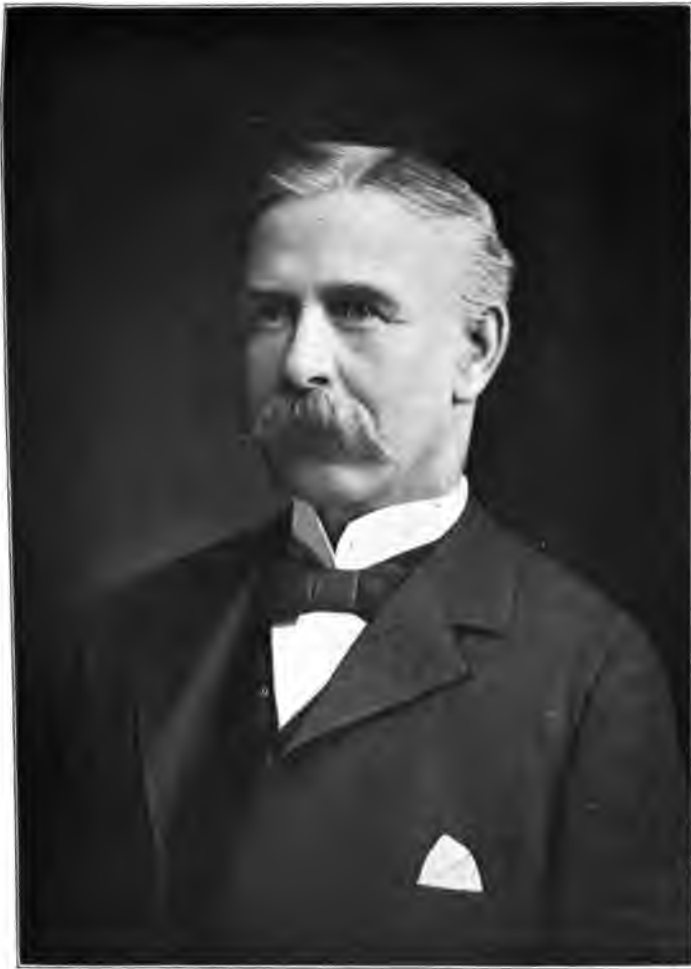
In the public schools of Portland Ralph Warren Hoyt pursued his education until graduated from the high school with the class of 1882. In the morning and evening hours during a part of his school days he was employed by C. C. Morse, who was engaged in the picture and music business. Following his graduation he entered the employ of H. S. Rowe, agent for the Oregon River & Navigation Company at the Ainsworth dock, and at the same time distributed the Morning Oregonian. On the 7th of January, 1883, he accepted the position of janitor and messenger in the Willamette Savings Bank, which in 1886 was converted into the Merchants National Bank. He still continued to carry papers until about 1890 and in the meantime was making steady progress in the bank, working his way upward through different positions to that of cashier, and investing from time to time in bank stock until he became and still is one of the principal share-holders. His fidelity to the interests of the bank, his capability in the discharge of specific duties and his enterprising spirit contributed in large measure to its success. Moreover his record is a notable example of the fact that merit and ability will come to the front anywhere, for the newsboy with his paper route of a few years ago became an active factor in the conduct of the business and in the active management of one of Portland's strong moneyed institutions. As the years have passed he has become an investor in other corporations, in a number of which he also has voice in the management.

On the 21st of January, 1893, in this city, Mr. Hoyt was married to Miss Edith M. Neilson, the youngest daughter of Captain W. W. Neilson, who came across the plains in 1852. He was a steamboat man, owning several boats and barges on the Willamette river, and was a splendid representative of that class of worthy pioneers who became the builders and promoters of the great northwest, utilizing its natural resources in the development of trade and commerce. Unto Mr. and Mrs. Hoyt have been born two daughters, Kathryn and Louise, who are still living, while one child died in infancy.

Aside from his connection with banking, Mr. Hoyt has taken active part in public affairs which have left and are leaving their impress upon the development of city and state. He served for six years as a member of the Oregon National Guard, and for four years filled the office of county treasurer, to which position he was elected on the republican ticket. He is doing splendid work as president of the Portland Rose Festival. His humanitarian spirit is manifest in his cooperation with the Portland Newsboys Association, of which he is treasurer. He was also treasurer for several years of the Oregon Society of the Sons of the American Revolution. Fraternaly he is connected with Willamette Lodge, No. 2, F. & A. M., and has attained the thirty-second degree in the Scottish Rite, while in Al Kader Temple he has crossed the sands of the desert with the Nobles of the Mystic Shrine. He holds membership in Portland Lodge, No. 142, B. P. O. E., Chinook Tribe of the Improved Order of Red Men and Portland Camp of the Woodmen of the World. He also belongs to the Commercial Club, the Arlington Club, and to the Apollo Club, which is a male chorus. His principal diversion has been music. He organized an amateur band of which he was leader for many years, and has been organist in city churches for about twenty-five years. Music has always been a source of recreation to him and he has utilized his native talents in this direction to stimulate and promote musical interest in the city. The various practical elements of public progress receive his indorsement and he has labored earnestly and effectively toward the upbuilding of a greater and more beautiful city, cooperating in plans and projects for its commercial growth and for its achievement along aesthetic lines.

WALTER JAMES HONEYMAN.

Walter James Honeyman, well known in the business circles of Portland as a successful merchant and equally widely known because of his activity in behalf of projects that promoted the moral development and municipal welfare of this city, was born in Fifeshire, Scotland, in the year 1857. Reared in the land of hills and heather, he supplemented his early education by study in Madras College at Cupar and entered business life in Dundee. He was for a time a resident of Glasgow, where he continued in business until 1881, the year of his arrival in Portland. Attracted by the opportunities of the new world, he crossed the Atlantic and, seeking the growing western section of the country, he was for six years connected with the firm of Allen & Lewis of this city. He then began business on his own account and for some time was the senior member of the firm of Honeyman & McBride, dealers in fish twines, nets and other fishermen's supplies, and at the same time conducted an importing business in tailoring goods. Both branches of the business were successfully carried on, close application and unfaltering enterprise characterizing both and constituting a factor in a substantial measure of prosperity. Mr. Honeyman made for himself a creditable position in mercantile circles. Possessing the sterling Scotch characteristics of integrity, industry and unfaltering determination, and concentrating his energies upon his mercantile interests, he won a place among the leading merchants of Portland.



W. J. HONEYMAN

On the 29th of August, 1876, Mr. Honeyman was united in marriage to Miss Jessie M. Ritchie, and they became the parents of four children: Arthur, a well known business man of this city; Bruce, who completed a course in the Massachusetts Institute of Technology in Boston and is now an architect and contractor; Ruth; and Kenneth. The last named supplemented his public school course by study in the Portland Academy.

Both Mr. and Mrs. Honeyman held membership in the Calvary Presbyterian church, taking an active and helpful part in its work and cooperating in its various organized movements for the extension of the work as a factor in the moral progress of the city. Mr. Honeyman joined the church soon after its organization and for a number of years served as one of its ruling elders. His wife, too, was in entire sympathy with him in his church activities and has served as president of the Young Women's Christian Association of this city. Public-spirited and progressive, Mr. Honeyman manifested a deep interest in everything relating to Portland's welfare, and this interest found tangible expression in his connection with the Municipal Association, of which he was president. He passed away in Portland on the 3d of June, 1904, and his loss has since been keenly felt in business, social and church circles. He left the impress of his individuality upon all those lines, and his labors were ever effective and resultant forces for success in those fields of endeavor which promote high citizenship.

A. W. MOORE.

While never a resident of Portland, A. W. Moore was connected with the development of the northwest and was a factor in the pioneer history which has made possible the present development of this section of the country. His widow is now a resident of Portland and was here as early as 1854. Mr. Moore was born in Chelsea, Vermont, April 23, 1820, and the public schools of his native town afforded him his early educational privileges, while later he attended an academy there. In early manhood he engaged in merchandising in the east and then sought a home in the far west, settling at Olympia, Washington. After his arrival he engaged in teaching school and later was appointed post-master of that city which, however, at that time, was a small town, Mr. Moore serving as the first incumbent in the position. He held public office during the greater part of his life in the west, and over his record there falls no shadow of wrong. His fidelity and his capability were unquestioned. He was clerk of the supreme court for a number of years and also served as private secretary to Governor Pickering, while at different times he held nearly all of the county offices. He regarded a public office as a public trust, and was prompt and systematic in the discharge of all of his duties.

On the 13th of May, 1872, Mr. Moore was united in marriage to Miss Emily York, a daughter of John W. and Mary P. (Collier) York, the wedding being celebrated at her father's home at Corvallis. They had one child, Mary E., who is now the wife of Dr. George E. Houck, of Roseburg, Oregon, and has one son, George H. Mrs. Moore was born in Waterloo, Illinois, where her parents had settled at an early day. They came west in 1852 across the plains and established their home upon a donation claim near Corvallis. At that time there was a small cabin but scarcely any other improvement had been made. They resided there for a time but the father, who was a Methodist minister, had church appointments at different places and caused their removal from time to time. He remained active in the ministry almost up to the time of his death, which occurred when he was eighty-four years of age. His wife had passed away in early womanhood, being only thirty-one years of age at the time of her demise.

The death of Mr. Moore occurred on the 8th of June, 1875, his remains being interred in the cemetery at Olympia. In politics he had always given stalwart support to the republican party and had firm faith in its principles. His life was actuated by high and honorable principles, the Presbyterian church finding in him a faithful member. He served as one of its elders and did all in his power to promote its growth and extend its influence. Those who knew him remember him as a man of many admirable qualities and of upright, honorable character. Following her husband's death Mrs. Moore came to Portland, where she has since made her home, and she has a very wide acquaintance and many friends in this city.

THOMAS O'DAY.

Thomas O'Day, for twenty-one years a representative of the bar of Portland, two years of which time were spent upon the bench of the circuit court, was born in Connecticut, July 4, 1852, his parents being Daniel and Catherine (Welsh) O'Day. His education was acquired in the public schools of Illinois, where his parents removed when he was an infant and was supplemented by a course in law at the State University of Iowa, from which he was graduated in June, 1877. Thus qualified for practice, he opened an office in Bedford, Iowa, and in 1879 removed to Neligh, Nebraska, continuing in active connection with the bar at that place for ten years or until his removal to Portland in 1889. In 1887 he was nominated by the democrats for justice of the supreme court of Nebraska.

The characteristic thoroughness with which he has ever prepared his cases, bringing him intimate knowledge of every phase of the question and the law applicable thereto, soon brought him into prominence and led to his appointment to the circuit court bench here in August, 1907. He served thereon until August, 1909, and has since engaged in the private practice of law. His keen analysis enables him to prepare not only for the expected but also for the unexpected, which appears quite as frequently in the courts as out of them. His courtesy toward the court and his deference to the opposing counsel, together with his consideration for witnesses have won him the kindly regard of all with whom professional relations have brought him into connection, and his ability is manifest in the court records which indicate the many verdicts that he has won favorable to the interests of his clients. Since arriving in Portland Judge O'Day has participated in much important litigation.

In November, 1882, Judge O'Day was married to Miss Agnes Earl. He is a member of the Episcopal church and gives his political allegiance to the democratic party, which finds its principles ably supported by his intelligent arguments. He regards, however, the practice of law as his real life work and his devotion to his clients' interests is never questioned.

EDWARD RYAN.

Thirty-one years' connection with the trade of a brick and stone-mason in Portland has made Edward Ryan well known as a representative of industrial interests here. His birthplace was Ireland, where he was born on the 14th of March, 1853. When about seventeen years of age he went to Elizabeth, New Jersey, there to learn the trade of a brick and stone-mason, and he also took up plastering and other work of a similar nature. His education had been acquired in New York. He closely applied himself to the trades which engaged his attention, and his ability in that direction increased as practical experience

made him familiar with the business. He left the east in 1877 to become a resident of San Francisco, where he remained for about two years, and while in that city he worked at his trade.

The year 1879 witnessed Mr. Ryan's arrival in Portland, which at that time was a city of about seventeen thousand population. He at first entered the service of Robinson & Son, prominent contractors of Portland, with whom he remained for a year. He then began contracting on his own account, forming a partnership under the firm name of Wilson & Ryan. This was continued until 1895, when the business interests between them were dissolved, since which time Mr. Ryan has continued contracting alone. He built the Congregational church, Sisters Hospital, St. Helen's Hall, the Washington block, and the Sunnyside sewer, which at that time was the largest sewer ever constructed north of San Francisco. It was built of brick and stone from the river to Thirty-third street. He was also awarded the contract for the erection of the Selling & Hirsch building. At the time of construction, these buildings were among the largest in the city. It required three million brick to construct the hospital alone.

On the 25th of January, 1880, Mr. Ryan was united in marriage to Miss Jane Farrell, a native of Ireland, and unto them were born five children, of whom one died in infancy. The others are: William M., John F., Edward, Jr., and Mary A., all living in Portland.

Industry has been the keynote which has unlocked for Mr. Ryan the portals of success. Thoroughness and diligence have characterized all of his work, and in business circles he has become recognized as a man to be trusted. Moreover, he keeps in touch with the progress that is being constantly made in building operations and thus, during the thirty-one years of his connection with Portland, he has been accorded a gratifying patronage.

EDWARD KILLFEATHER.

Edward Killfeather has been a resident of Portland since 1879, and has occupied a prominent position as a representative of the industrial interests of the city. As a contractor and builder he has been closely associated with the improvement and development of Portland. He was born in Enniskillen, Ireland, and when about five years of age came to America with his mother, his father, James Killfeather, having previously crossed the Atlantic. This was in 1868. The father was a brick mason by trade, and during the period in which he lived in America before the arrival of his wife and children he prepared a home for them in Pittsburg.

The son, Edward Killfeather, acquired a limited education in the schools of Pittsburg, but when about ten years of age began to learn the bricklayer's trade, and while he is now a well informed man, it is due to the fact that he has learned many valuable lessons in the school of experience and has broadened his knowledge by reading and observation. About 1876 he went to St. Paul, Minnesota, where he worked as a journeyman for two years; he then traveled by rail to Fargo, North Dakota, and from that point by stage to Sprague, Washington. He then began work on the bridge across the Snake river for the Northern Pacific Railroad Company, being engaged on that task until the bridge was completed. On the expiration of that period he came to Portland, where he has since lived. For about two years he worked as a journeyman and then began contracting. He cut stone for the Oregon Railroad & Navigation Company for the bridges at John Day and at Des Chutes. He also cut stone and worked on the Oregon City courthouse, and has also been connected with the building of the shops of the Oregon Railroad & Navigation Company, Hotel Portland, the Canadian Pacific bridge at Yale, British Columbia, and the

Wright building in Tacoma, which was one of the first pressed brick and cut stone buildings of that city. After he began contracting he had the contract for the cut stone for the Grand Central Hotel, the Portland Trust building, the wall around the Portland high school, the building for the Ancient Order of United Workmen, at the corner of Second and Taylor streets, and also for the building of the Provincial Home at Oswego, Oregon, for the Sisters of Mercy at a cost of seventy thousand dollars. He had the contract for the residence of M. C. George, the high school in Lebanon, Oregon, and the first pressed brick building in Marshfield, Oregon.

Mr. Killfeather has gradually worked his way upward to a prominent position in business circles, and has ever been a man of influence among the working men of the city. For about two years he was president of the stone cutters' union, and is still an honorary member. He filled the position of president when he was still working as a journeyman. He was likewise president of the federated trades. He has always believed in good wages and fair treatment of his men, and since becoming a contractor has endeavored to do by others as he would have them do to him.

Mr. Killfeather married Miss Nora Buckley, a daughter of Jeremiah Buckley, a native of County Cork, Ireland. They have become parents of five children, but three of the number are deceased, Emmet having died at the age of three years; Jeremiah at the age of two years; and John when but one year old. The living children are Edward, who is still in school, and Nora, a graduate of the Portland high school.

The parents are communicants of the Catholic church and Mr. Killfeather belongs to the Catholic Order of Foresters, and to the Clannagael; he is also connected with the Ancient Order of Hibernians, the Ancient Order of United Workmen and the Knights of Pythias. His political allegiance is given to the democratic party, and he is somewhat prominent in the local councils of the party, having served as chairman of the county central committee, while in 1896 he was a presidential elector. His salient characteristics qualify him for leadership and he is recognized as a man of considerable influence in political and fraternal circles and among Portland's trade representatives. From the age of ten years he has been dependent upon his own resources and his labors have brought him a substantial measure of success.

HARRY OTIS KING SARGENT.

Harry Otis King Sargent, whose ability in the profession of law is indicated by the large and distinctively representative clientage accorded him, has also become widely known in connection with horticulture, concerning which subject he displays enthusiastic interest. He was born at Windsor, Nova Scotia, November 19, 1865, and is the oldest of the seven children of the Very Rev. John Paine Sargent, M. A., D. D., dean of Qu'Appelle, Canada, and Elizabeth (King) Sargent, a daughter of the late Harry King, barrister at Windsor, Nova Scotia. He pursued his education in the schools of Nova Scotia and in King's Academy, at Windsor, and in 1880, when a youth of fifteen, accompanied his parents to Manitoba, after which he worked on the survey of the Canadian Pacific Railway, also at farm labor and for the Indian department, his time being thus occupied between the years of 1880 and 1884. He also served for five years as a member of the Canadian Northwest Mounted Police from 1884 until 1889, and received the queen's medal for services in the Riel rebellion of 1885.

Mr. Sargent came to Portland in 1890 and engaged in teaching music while studying law until admitted to practice by the supreme court of Oregon in 1897. He at once opened an office in Portland and has since built up a substantial law practice. His legal learning, his analytical mind, the readiness with which



H. O. K. SARGENT



he grasps the points in an argument, all combine to make him one of the most capable lawyers that has ever practiced in Portland, and the public and the profession acknowledge him the peer of the distinguished representatives of the bar in this city. Aside from his law practice he is widely known as an enthusiastic horticulturist and owns several hundred acres of land devoted to the cultivation of apples and walnuts near Sheridan in Yamhill county, Oregon. His interests in this connection were conducted along scientific lines and his success has been such as to enable him to speak with authority upon the special features of the work to which he gives his attention.

On the 5th of August, 1899, Mr. Sargent was married to Miss Florence A. Swope, a daughter of William P. Swope. They have one child, Richard Strong, who was born June 9, 1905. In his political views Mr. Sargent is a republican, manifesting a citizen's interest in questions of the day, but with no desire for political preferment. He is prominent in the Knights of Pythias fraternity and is a past chancellor and past chief grand tribune of the order for the domain of Oregon. Early recognition of the fact that industry and perseverance must constitute elements in success, along those lines Mr. Sargent has labored for advancement, and, wisely and conscientiously utilizing the talents with which nature has endowed him, he has won a prominent position in those fields to which he has directed his labors, and his upright policy has at all times gained for him the confidence and admiration of his colleagues and associates.

REV. JOSIAH L. PARRISH.

The most fanciful tales of fiction present no story of greater courage than the Rev. Josiah L. Parrish displayed on many occasions when he treated with and lived among the Indians of the northwest. Fear seemed to him unknown and although his position at times was one of great danger, his absolute truthfulness and justice won him the good will and friendship of the red men. Had all the white settlers been as honorable throughout the settlements of America, there would never have sprung up this feeling of continuous hostility between the two races. In planting the seeds of civilization in the northwest, Rev. Parrish did a work the value and extent of which can hardly be overestimated. A native of New York, he was born in Onondaga county, January 14, 1806, a son of Benjamin Parrish, who was born in Connecticut in 1777, at which time the Revolutionary war was in progress. He was of English lineage, his ancestors being among the Puritan settlers of New York. Arriving at years of maturity, he married Miss Sally Lamberson, who was born in New Jersey and was of Dutch lineage.

Josiah L. Parrish, the eldest son in a family of ten children, was sent to the public schools, and also worked at the blacksmith trade with his father in early youth, beginning so young that he had to stand upon a stool to blow and strike. When he was sixteen years of age the family removed to Monroe county and later to Allegany county, New York, and Josiah L. Parrish was employed on the Erie canal at Rockport. In 1839 he went from Allegany county to New York city, and on the 9th of October of that year sailed for Oregon as a member of the party that accompanied Rev. Jason Lee, where they arrived in May, 1840. The company consisted of Rev. A. F. Waller, Rev. Gustavus Hines, Rev. L. H. Judson, Rev. James Olley, Rev. J. L. Parrish, Dr. J. L. Babcock, Mr. George Abernethy, Mr. Hamilton Campbell, Dr. John H. Richmond, Mr. H. B. Brewer, Mr. W. W. Raymond and their families, and Miss C. A. Clark, Miss Elmer Phelps, Miss Almira Phelps and Miss Orpha Lankton.

Mr. Parrish was reared in the Methodist faith, and was converted when ten years of age. He was an ordained minister of the gospel when he came to the northwest as a member of that missionary band. Because of his ability as a

blacksmith he worked at that trade for some time, doing the blacksmithing for the missionaries and others. He also did harness making, made and repaired wagons and tools, and in fact did all such mechanical work as was necessary in a new community where no supplies were to be obtained. He devoted three years to blacksmithing at the old mission on the Willamette river ten miles below Salem, and was then sent as a missionary to the mouth of the Columbia. James Burney, who had an Indian wife, was the only white man there. An Indian called King George piloted their boat up the river. Rev. Daniel Lee assisted Mr. Parrish in starting his missionary work, but soon he felt at home in the new locality and continued his labors unassisted. Many Indians were at Vancouver and came aboard Mr. Parrish's boat. Although he could not speak a word of their language, from his boyhood he had been familiar with the Indians of the east and their customs, and to them he gave tobacco which they put in their pipes and smoked. They must have swallowed the smoke, for it appeared to make them very sick and they would fall down as if dead, but soon recovered.

Mr. Parrish established his home on the Clatsop plains seven miles south of the Columbia river, where he and his wife and three children lived. He learned the Indian language, taught the red men how to work, and also preached to them the simple faith of the gospel. He worked at splitting rails and at everything that needed doing, and instructed the Indians by saying: "Come, boys, let us do this," and working with them. He always told the exact truth and never allowed himself to betray the least fear. The Indians, learning that they could trust him implicitly, became his fast friends, and would do anything for him, while many of them embraced Christianity. In 1849 Rev. Parrish was appointed Indian agent, his territory extending from California to British Columbia. In this connection for five years it devolved upon him to settle the differences between the Indians and the white race. Many times he narrowly escaped with his life, and on other occasions suffered great exposure, but the red men became his friends and trusted him completely. After he had filled the position of Indian agent for five years, he was reappointed for a four years' term, but his wife's health compelled him to resign. Following the discovery of gold in California a number of white men were sent from Port Auferd to find a trail that would connect with the trail for California. On the Coquille river they encountered about two hundred hostile Indians who killed several of the white men and those escaping endured great suffering before reaching Port Auferd. On the day of their return Mr. Parrish arrived by ship at Port Auferd and was accompanied by Dr. Dart, superintendent of Indian affairs. The latter, desiring a conference with the Coquille Indians, asked Mr. Parrish to take forty well armed men and go and find them. He answered: "I will go if you will let me take my own way. All I want is three red blankets, a whole bolt of red calico, a pony to take the goods on, some hardtack and salmon and a trusty Indian who can talk Coquille, and also some tobacco." Dr. Dart said, "They will kill you." But Mr. Parrish replied: "I know the Indians better than you do," and with the outfit for which he had asked he took his departure, saying: "You may look for me back in two and a half days." When a mile and a half below the Indians' camp he halted and made his camp, after which he sent his guide forward with the red blankets to present to the three chiefs, telling the man to stay with the Indians over night and ask them to come in the morning unarmed and see him. In the morning when a short distance from his camp he saw two Indians approaching, and stepped behind a large rock out of their sight and from that point returned to his camp. They came to the rock and peeked around it, and he beckoned for them to approach, giving to them tobacco and calico, and bade them sit down. In half an hour his Indian guide returned with twenty-eight Indians armed and painted for war. Mr. Parrish beckoned for them to come nearer, gave each a bit of tobacco and asked them to be seated. A half ring was formed with Mr. Parrish and his

Indian Jack in the middle. The purport of his talk to them was that he was a chief representing his people, and if they would treat his people well it would be allright. He told them he had known Indians from his boyhood and was acquainted with their customs and habits. He then took off a large red sash which he had tied around his waist with a bow knot on one side, and telling the head chief to stand up, Mr. Parrish approached him, tying the scarf around him, and said: "This is my heart and my talk, what is your heart?" The chief stood a moment then turned to his son, took a sea-otter skin from his shoulders and handed it to Mr. Parrish. That ended the treaty, after which the Indians all partook of hardtack and salmon furnished by Mr. Parrish.

Subsequently General Palmer was made superintendent of Indian affairs and in 1854 Mr. Parrish became Indian agent of the district from California to Coos Bay, during which time he succeeded in making several treaties with the Indians which resulted in great good to the country. He gave them blankets, shirts, shoes and hats and was with them five months, organizing their district and becoming thoroughly acquainted with them.

An incident that has been related indicates the absolute fearlessness as well as the resourcefulness and fidelity of Mr. Parrish. The story is told as follows: "He was informed at Port Auford that miners near the California state line had had trouble with the Indians, and that a white man had been killed by three Indians, and there was danger of the miners making war on the Indians to obtain satisfaction. Mr. Parrish was to arrest the offenders and give them a fair trial, and thus make peace according to law. He had learned that the Indians who had killed the white man were near the California state line, so he went down the coast, treating with the different tribes as he went down. At one place the whites had burned out the Indians and there was a very excited and warlike feeling among the Indians. He sent out word to them that the man of peace had come. The Indians were naked and wild, their women having only a string around them, from which hung strips of cedar bark down to the knees. He staid with the Indians for six days and treated with them. He told them that they had three Indians who had killed a white man, and they must deliver them to him to be dealt with according to law. They agreed to deliver them the next morning, but when the morning came the guilty ones had gone. He singled out twenty of them and said: 'I will take these to Port Auford if you do not deliver the men.' So the next day they brought in two of them; the other had escaped up the Rogue river. He then sent two chiefs after the man and told them to meet him at the mouth of the Rogue river with the man, and he started back with the others. When he arrived at the mouth of the river the chiefs were not there, so he took a canoe and went to see where they were. After he had gone up ten miles he met the chiefs. They reported that they could not get the Indian, that they had had trouble and had come near fighting. Mr. Parrish said: 'Never mind, turn back with me.' When he arrived at the village he told them that he was like the sun, that always accomplishes its designs, and he must have the man. They said he had gone. Mr. Parrish asked if the man had any friends, then, and the chiefs turned out his wife and sister. Mr. Parrish told them to get into his canoe and also told the chiefs to get in. Then he talked to them and told them he would take them to Wright's cabin, down the river, and remain there until morning. If they brought the man, they could return; if not, he would take them to Port Auford. At that they made a great yell of terror, and he started, saying good-by. On the way down there was an eagle trying to get a duck. When the canoe reached where he was he was foiled in his attempt and alighted in the top of a tree. As the boat was being pushed rapidly down stream he raised his rifle and shot the eagle. The Indians were filled with amazement at his power. He put the Indian chiefs and the women in the cabin and he kept watch in front of it during the night. About nine o'clock in the morning a woman came with food for them. She asked if he was going to take them to Port Auford and he said: 'Yes, unless they bring

the Indian.' She went off crying. In about an hour one hundred Indians came, driving the man before them, and he was perspiring at every pore. Mr. Parrish approached him and offered his hand to shake, and said, 'Where is your heart?' He said he didn't know. Mr. Parrish said: 'Will you go with me to Port Auford or will you be like a dog and run in the brush when you get a chance?' He said: 'I will go with you, as living as I live.' Mr. Parrish tied a cord around his arm, then untied it and put it in his pocket. When they reached the place where Mr. Parrish's horse was, Mr. Parrish rode on a trot, and the Indian kept up. They had a peninsula to cross, where there was much water, but the Indian plunged in and followed through. Darkness overtook them eight miles from Port Auford, and they made a fire of driftwood. Mr. Parrish told the Indian to lie down, which he was glad to do. Mr. Parrish watched him until two o'clock in the morning, when the tide went out, and they started on and arrived at Port Auford, where he met General Palmer and his party, and the men he had sent with the two Indians were there also. The Indians were kept for six weeks and as there was no legal court, through the solicitation of Mr. Parrish they were allowed to go to their friends. At the time they had killed the man they had just escaped from their burning houses and that mitigated the crime, and it was believed that a court would have acquitted them."

On returning to Salem Mr. Parrish found his wife ill. He had been with the Indians for five months and although General Palmer wished him to return, he resigned his post as Indian agent. His wife never recovered and after a lingering illness passed away about 1870. During nearly all of this time Mr. Parrish was engaged in preaching. He was stationed in Portland as a minister in 1849, and preached at many other places in the state.

It was in 1833 that Mr. Parrish was married to Miss Elizabeth Winn, a native of New York, and unto them were born four children. Their eldest son, Lamberson W., died during the first year of the family's residence in Oregon, passing away in September, 1840. The surviving sons are: Norman O., of Salem; Samuel B., at one time chief of police at Portland; and Charles W., now a lawyer of Canyon City. He was one of the first white children born in Oregon, his birth occurring at Clatsop Beach in 1844. In 1870 Rev. Parrish wedded Miss Jennie Lichtenthaler and they had two daughters, Grace and Josie. The mother passed away in 1887 and the following year Rev. Parrish wedded Mrs. M. A. Pierce, a native of Indiana and the widow of J. O. Pierce, a pioneer of Washington county, Oregon. She had one child by her previous marriage.

As the work of civilization advanced Rev. Parrish did valuable work in promoting the interests of the communities in which he lived and the state at large. He was one of the first trustees of Willamette University and contributed liberally to its support. He was elected a life honorary president of the board of trustees and occupied that position for a quarter of a century. In the early days he had invested quite largely in land in the Willamette valley near Salem, and also became the owner of considerable property in Portland which rose rapidly in value with the growth of the city. He built several business blocks here and at one time lost forty thousand dollars by signing notes and bonds for people whom he tried to help. Although he gave most generously of his means for the advancement of those things nearest his heart, he still had enough left to keep him comfortably in the evening of life. To him was accorded the honor of driving the first spike for the Oregon & California Railroad in Portland, and on that occasion, which was made a memorable one, he and others delivered notable public addresses. In 1889, wielding a broad-ax, he drove the first spike for the first street railroad in Salem. The broad-ax which he used was brought to Oregon in 1833 and was used for all the work required for the missions where such employment was necessary, including all the hewing for the mission farm below Salem. In 1840 it was taken to Clatsop and used in hewing the timber on the mission there. It was lost in the Willamette river while being taken there but was recovered after lying on the river bottom for

about a month. It is now in the museum of the Willamette University, having been presented to that institution by Mr. Parrish in 1892.

For seventeen years without remuneration Mr. Parrish preached the gospel of repentance and of Christian faith to the convicts of the state penitentiary. His was indeed a long, useful and noble life, splendid in its achievement and its purpose. The cause of the church and the cause of education found in him a staunch champion and an effective worker, but more than all else he did, perhaps, was his work among the Indians, proving to them that the white man would hold faith, that his word was to be relied upon and that he would deal justly with his ignorant red brethren of the forest. His whole life was the antithesis of "man's inhumanity to man;" it was the expression of the spirit of Him who came not to be ministered unto but to minister.

HENRY C. BOHLMAN.

While success is the legitimate goal of business endeavor and men are naturally seeking for advancement in their chosen fields of labor, it is the exception and not the rule for men to concentrate all of their energies and their time upon business, to the exclusion of all else. Many men are mindful of their relations to their fellowmen, and put forth earnest effort to aid those who are nearby travelers on life's journey. While Henry C. Bohlman is one of the owners of a successful business enterprise, he is also secretary of the German Aid Society of Portland, having occupied the position since 1904. He was born in the city of Altoona near Hamburg, Germany, February 2, 1836, and was there reared and educated. He learned the trade of a sheet metal worker in his native country, and at the age of nineteen years he started out to work for himself as a journeyman, visiting all the principal cities of the fatherland; thus he obtained broad practical experience. He then returned to Hamburg and afterward went to St. Petersburg, Russia, where he was employed on the first water works installed in that city. He returned to his home after a summer spent in St. Petersburg, and on the 10th of July, 1864, he left Germany for America, where he arrived during the period of the Civil war. Gold was then at a premium, and for every dollar he had in gold he received two dollars and a half in greenbacks. He remained in New York for only seven days and then started for San Francisco, whence he went to Sacramento by steamer. By lucky chance he caught the steamer of the regular line; he took this because he had the fever and feeling very sick wanted to leave immediately. The Yosemite, that he had intended taking, blew up in the Sacramento river and several hundred passengers were killed. Mr. Bohlman thought he was indeed fortunate in taking the other vessel and thus escaping that fate.

In Sacramento he began work as a locksmith with his uncle, for he could find no employment at his trade. He assisted his uncle in carrying out a contract for locks to the amount of eleven thousand dollars, but he had a brother-in-law and a sister who were living in Portland, and it was this which induced him to come to the Rose City in 1865. Here he first worked for Captain Friedman, who later sold out to Goldsmith & Lowenberg. Mr. Bohlman remained with that firm until 1874; he then started in business for himself as a sheet metal worker and tinsmith and closed out the business in 1877. He was then employed as foreman by the firm of Corbett & Macleay at Astoria, where they were conducting business under the name of the Anglo-American Packing Company. Mr. Bohlman was employed there during the salmon canning season, and in the winter months resumed work at the tinsmith's trade. It was only the condition of his health, which caused him to close his shop during the summer months. For eleven years he acted as foreman for the Anglo-American Packing Company, and throughout that period conducted business as a tinsmith in the winter sea-

sons. In 1887 he went to Alaska where he became superintendent of the cannery owned by Captain W. Berry. He would spend six months of the year there in connection with the canning business, and the remainder of the year was devoted to the sheet metal business. He also made several trips into the interior of Alaska, and with the help of Indian labor established the cannery at Matlakahtla, Annet island, for Missionary Duncan. A part of the time he had his two sons, Herman and Edward, in Alaska with him. In the early '70s he sent his sons to New York, where they learned the plumbing business. Edward had previously served an apprenticeship as a machinist with what is now the Smith-Watson Company, but in 1893 both brothers went to New York. Herman T. Bohlman is a practical plumber, having learned the trade in the New York plumbing school. Edward F. attended the Pratt Institute where he studied pattern making and also worked at the machinist's trade. When the sons returned to Portland they joined the father in the conduct of a plumbing and sheet metal working business, and the firm has enjoyed an extensive and growing trade ever since that time.

In Portland, on Christmas day of 1867, Mr. Bohlman was united in marriage to Miss Augusta Von Der Lühe, who came from Hamburg to become his bride. Unto them have been born four children, Edward F., Herman T., Otto and Bertha C. A sister of Mr. Bohlman had married a brother of Mrs. Henry Weinhard in Sacramento, California, and it was through Mr. Weinhard's influence that Mr. Bohlman came to Portland, and it was in the Weinhard home that he wedded Augusta Von Der Lühe.

Mr. Bohlman is a member of the Ancient Order of United Workmen and of the Knights of Pythias. His religious faith is manifest in his membership in the German Reformed Church, and since 1872 he has been a member of the German Aid Society. This indicates his deep interest in his fellowmen and his helpful spirit toward them. He has ever been ready to extend a hand of assistance when needed and his sympathy enables him to understand others, to speak a word of encouragement or to give material aid at a timely hour. His life has been one of usefulness to himself and to his fellowmen, and the success which has crowned his labors is well merited.

ARTHUR F. ELERATH.

Arthur F. Elerath, who is engaged in the contracting and wrecking business, was born in Trenton, New Jersey, November 6, 1881, and although but a young man has become well established in his chosen field of labor in Portland. His parents were John R. and Rebecca (Herman) Elerath, both representatives of old families of the east. When Arthur Elerath was six years of age his parents removed to California, where they established their home in 1887, locating first in Pasadena but after a brief period removed to Los Angeles. The father there engaged in business as a contractor until 1890, when he removed with his family to Portland.

Arthur F. Elerath acquired his education in the schools of Los Angeles and Portland up to 1893, when the family went to Honolulu and in that beautiful tropical city he completed his studies. He learned the brick-mason's trade under his father's direction and about 1900, when nineteen years of age, returned from Hawaii to the United States, since which time he has made Portland the city of his residence. Here he has engaged in contracting for eight years. Previously, however, he served as a journeyman, being employed by Al J. Bingham, John Seed and other prominent contractors of the city. When he felt that his experience and ability were sufficient to enable him to carry on business successfully on his own account he began taking contracts and has since erected the Scott Hotel, has remodeled the Calumet Hotel, built the Swetland building, the Buchanan building and many other important structures. He was also the builder of the



A. F. ELERATH

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Blake-McFall warehouse on Fourth and Ankeny streets, and the importance of the contracts awarded him indicate the high position to which he has attained as a contractor of Portland. He also carries on a wrecking business, in which connection he tore down a historical building—the first schoolhouse ever built in Portland—its situation being at the corner of Fifth and Ankeny streets. He also dismantled the buildings of the Thompson estate, where there is to be erected a new hotel on the block bounded by Third and Fourth, Pine and Ash streets.

On the 6th of May, 1902, Mr. Elerath was united in marriage to Miss Dency Hoover, a daughter of Charles and Maggie (Semple) Hoover, who were early settlers of Oregon. The two children of this marriage are Byron A. and Bethene, eight and seven years of age respectively.

Mr. Elerath belongs to the Congregational church, while his wife is a Methodist in religious faith. His political support is given to the republican party and he is interested in all matters of progressive citizenship. He is also secretary for the Master Mason's Association and is regarded in Portland as one of the rising young business men of the city, who has already won for himself wide recognition by reason of his ability. His laudable ambition is carrying him far beyond the point of mediocrity and he has passed many another on life's journey who perhaps started out with better equipment than he.

J. P. FINLEY.

Almost sixty years have been added to the cycle of the centuries since J. P. Finley came to the Pacific coast. He was then a young lad of seven years, his birth having occurred in Saline county, Missouri, near Jonesboro, December 30, 1844. A few years later gold was discovered in California and there occurred a stampede to the western county such as never was known before or since in the history of America. There was an almost endless caravan across the plains and on the mountain sides as the travelers wended their weary way to the district in which they hoped to rapidly acquire wealth.

The Finley family is of Irish and Scotch origin. Asa William Finley, the grandfather of J. P. Finley, was born in the north of Ireland and was brought to the United States by his father at an early day. The original home of the family in this country was in Virginia but later a removal was made to Missouri, where Asa William Finley carried on general farming and stock-raising, owning a tract of land, to the cultivation and development of which he devoted his energies until his life's labors were ended in death about 1860. He was a man of fine character and high principles, whose life was in harmony with his professions as a member of the Presbyterian church. He was married while residing in Virginia and his family included James W. Finley, who in 1852 crossed the plains to California, accompanied by his wife and seven children. The wagon in which they traveled was drawn by oxen and for six months they wended their weary way across the long hot stretches of sand and through the mountain passes until at length they reached their destination. Settling on a farm two and a half miles south of Santa Clara, James W. Finley there engaged in the cultivation of grain and the raising of stock up to the time of his death, which occurred in 1865.

Our subject's mother, who bore the maiden name of Margaret Campbell, was born in Kentucky and was a daughter of William Campbell, a native of Virginia, who on leaving that state established his home in Kentucky and later went to Missouri. His brother became a resident of Oregon in 1846 and in the same year William Campbell went to California, as did Wallace Finley, both establishing homes near Santa Clara, where Mr. Campbell died at the age of ninety-six years. His daughter Mrs. Finley died of mountain fever in 1852. She was the mother of seven children. Rev. William A. Finley was formerly

president of the college at Corvallis, Oregon, while later he became president of the college at Santa Rosa, where he is now living retired. Newton G. is a resident of Santa Clara county, California. Sarah E. is the wife of the Rev. Joseph Emory, at one time a teacher in the college at Corvallis and later a minister of southern California. J. P. is the next of the family. Hugh McNary is a farmer of Benton county, Oregon, and a graduate of Corvallis College. Anna E. is the wife of Dr. T. V. B. Embree, of Dallas, Oregon, James B. was a railroad man of Wadsworth, Nevada, but is now deceased.

Although J. P. Finley was only seven years of age when the family went to California, he still retains some vivid recollections of the long journey. After arriving at their destination he became a public-school student and later attended the Pacific Methodist College. He entered business life when sixteen years of age as a carpenter's apprentice in San Jose, California, and he also pursued a course in mechanical drawing. After three years spent as a journeyman he started in business for himself and in a brief period won recognition as a leading contractor and builder of Santa Clara county, California. Between 1870 and 1874 he was the builder of many of the finest residences of the state and also a number of public buildings. In the former year he became interested in the furniture and undertaking business in Santa Clara, in partnership with C. C. Morse, who was the leading seed man and was known throughout the world. In 1874 Mr. Finley became a partner of J. P. Pierce in the lumber business, engaging in the manufacture of sash, doors and all building appliances on an extensive scale at Santa Clara. The business was conducted under the name of the Enterprise Mill & Lumber Company, with Mr. Finley as superintendent and general manager, and in the course of years the gradual extension of the trade made this one of the best known and most extensive concerns of the kind in the state. Later the business was merged with that of the Pacific Manufacturing Company, and in 1879 its scope was extended to include the manufacture of burial cases. The success of the business was such that at Mr. Finley's suggestion a branch house was opened in San Francisco in 1880. At that time the California Casket Company was formed, W. P. Morgan purchasing one-half the stock, while the stockholders of the Pacific Manufacturing Company became owners of the other half. The new enterprise met the demands of a constantly increasing trade and after the enterprise was securely established Mr. Finley devoted his time to traveling through the state in the interests of the company. He first visited Oregon, Washington, British Columbia, Nevada and Utah in the interest of the business in 1881 and the continued growth of the trade made it necessary to establish a branch house in Portland, so that in 1886 the Oregon Casket Company was incorporated and in April, 1887, ware rooms were opened on Fourth street, between Flanders and Gleason streets. Mr. Finley took charge at this point and during the succeeding six years devoted his whole time and attention to the development of the trade in connection with the Portland house. About 1890 Mr. Finley's partner, Mr. Pierce, with whom he had been associated for a number of years, met with reverses and, owing to that and failing health, the interest owned by the Pacific Manufacturing Company in the California Casket Company was sold to a Mr. Morgan. In 1892, owing to a disagreement between Mr. Finley and Mr. Morgan's manager, the former withdrew from the management of the Oregon Casket Company and also disposed of his interest in the Pacific Manufacturing Company, thus severing his connection with two of the most important business houses of California, which owed their existence and continued success in large measure to his efforts. It was he who formulated the plans for their conduct, advised the extension of the business by establishing the branch houses and otherwise promoted the growth of enterprises of large value in industrial activity.

It was in December, 1892, that Mr. Finley became interested in his present enterprise as a partner in the firm of DeLin, River & Finley. They established

a general undertaking business, which they conducted for a year, but Mr. River withdrew and the firm became DeLin & Finley. After a brief period Mr. DeLin sold his interest to C. R. Reiger, who joined Mr. Finley in 1896 under the firm style of Finley & Reiger. After a brief period, however, Mr. Finley became sole owner and thus continued until he admitted his son to a partnership under the firm style of J. P. Finley & son. A contemporary biographer has said:

"It is no exaggeration to say that the undertaking establishment of J. P. Finley & Son in Portland is not only the finest on the Pacific coast but nowhere in the United States can there be found a place embodying the many original ideas to be found here. In the conduct of his business Mr. Finley has drawn his inspirations from the most successful concerns of the kind in the world and his own special aptitude and regard for all that is tactful and elegant have contributed their quota to at least envying a more or less gloomy occupation. To the obliteration of this phase of his business, Mr. Finley has devoted his best energies and deepest thought, with the result that his recently completed building at the corner of Third and Madison streets is all that is typical of all that is thoughtful, considerate, tactful and elegant."

Mr. Finley has erected a fine, improved building at the corner of Third and Madison streets for the conduct of his undertaking business as previously stated, drawing his own plans and personally superintending the erection of the building. Many new and original ideas are to be seen throughout this model plant. The chapel is one of the most handsome to be seen and by an ingenious arrangement of curtains and an alcove it is possible to shield the mourners who do not desire to be seen by the people in attendance. This is something that is greatly appreciated by those who shrink from the gaze of the public in their hours of affliction. The morgue, with its cement floor and modern appliances, is fully up to date, while the embalming room is fitted to meet all the requirements of a constantly increasing business. Adjoining the chapel is an elegantly appointed room in which relatives and sorrowing friends can sit with the departed one if so wished. The basement is fitted up into three show rooms where all styles and priced caskets can be seen. In addition to the roomy reception hall and private office is a beautiful Turkish room, where absolute privacy is assured to those who wish. The second story of the building is arranged for living apartments, where Mr. Finley and his foreman reside. From this brief description one cannot realize the completeness of the place. Everything that human mind can contrive to relieve what in most cases are very somber surroundings can here be found, and to the inventive mind and ingenuity of Mr. Finley is due all.

In 1869 occurred the marriage of Mr. Finley and Miss Catherine Rucker, a native of Missouri, who crossed the plains in 1852. Their children are Anna L., Arthur L. and William L. Arthur L. is associated with his father in business. In 1895 they secured large real-estate holdings and have since dealt largely in property, taking advantage of the conditions made possible by the Lewis & Clark Exposition, so that they now have very extensive holdings. During the past few years, however, the father has taken little active interest in business, the management devolving upon his son Arthur L. and upon George W. Baldwin, who has been foreman for eight years and recently purchased some stock in the company.

Mr. Finley belongs to various social and fraternal organizations, including the Benevolent and Protective Order of Elks, the Knights of Pythias, the Woodmen of the World, the Independent Order of Odd Fellows, the Artisans and the Eagles. In municipal affairs he takes keen interest, especially in those projects which are calculated to promote civic virtue and civic pride. He belongs to the Portland Board of Trade and also to the Chamber of Commerce. His political allegiance is unflinchingly given to the republican party and he is a recognized leader in its ranks because of his active efforts in its behalf, yet he has never

been a politician in the sense of office seeking. His fellow townsmen, however, have several times called him to positions of public trust. He was elected coroner in 1902 by more than ten thousand votes and in the discharge of the duties of his office won favorable comment. His position is never an equivocal one, whether it concerns political views, municipal affairs or business projects. His ideas are the result of careful consideration of a question, and he stands staunch in support of what he believes to be right. In business he has followed but one course, and that is the one which recognizes that "honesty is the best policy." Those who meet him socially find him of cordial disposition and kindly spirit—a man to whom the word friendship is no idle term. He improves his opportunities to extend a helping hand and speak an encouraging word to a fellow traveler on life's journey and his own life history points out the possibilities for attainment to one who is willing to dare and to do, being unafraid of the arduous labor which is an indispensable concomitant of all success. A few years sufficed to show that it was a vain dream for many by whom the tide of emigration had been turned in this direction, and while it was seen that the stories of the mine were often fabulous, the Pacific coast yet had splendid opportunities to offer to those who would take advantage of her natural resources. The Finley family were among those who came in 1852 and from the age of seven years J. P. Finley has been not only a witness of, but a factor in, the marvelous growth and development of the Pacific country.

CHAUNCEY BALL.

The year 1849 witnessed the arrival of Chauncey Ball upon the Pacific coast. Arriving at San Francisco, a long voyage southward around Cape Horn and then north to the Golden Gate was completed. He was identified with the pioneer development of California, was acquainted with the early mining history of the northwest and in 1851 came to Oregon, from which time he was closely associated with the material development and progress of the state. That he was one of the early settlers of Portland is indicated in the fact that when he took up his abode on East Forty-seventh street North he had to cut a road from the Base Line road to that place. His history in detail is of interest, showing much of the conditions that existed here in the early days as well as the subsequent development.

Chauncey Ball was born in Erie county, Pennsylvania, September 3, 1827. His parents, Henry and Nancy (Jones) Ball, were natives of Maryland and in early life became residents of Pennsylvania, where both he and his wife spent their remaining days. For some years he conducted a store in Albina.

In the schools of his native county Chauncey Ball acquired his education and his first work was on a boat on the canal and lakes. He was a young man of about twenty-two years when he came to the Pacific coast, making the voyage around Cape Horn on a steamer commanded by Captain Miller. This was in 1849 and his object was a desire to obtain wealth in the mines. For a time he followed mining, but, not meeting with the success which he had anticipated and feeling that other fields of labor would prove more profitable for him, he purchased a schooner, with which he plied the waters of the Sacramento river. He owned a farm up the river and hauled his own and his neighbors' produce. While a resident of California he also joined with others in a project to turn the waters of the Fraser river in British Columbia. He had saved forty thousand dollars up to that time. The men interested in the enterprise thought they could get much gold in this way, but a flood came and Mr. Ball lost all that he had saved. His experiences in California were those which have made the history of that time a most picturesque, romantic and thrilling one. The towns of the state were largely composed of tents and there was little organization of

law or society, but those who believed in justice were at length forced to band themselves together and formed what were called vigilant committees, to suppress crime and lawlessness. Of such a committee Mr. Ball served as a member. Attracted by the rich agricultural lands of Oregon, he went to Jackson county in 1851, took up a claim and upon his ranch raised wheat, which he had to haul over the mountain by team and wagons to San Francisco in order to market it. Finding that the cost of transportation ate up all of the profits, he left the ranch and never returned, even to secure his gun, clothing, etc. He then began driving cattle for R. L. (Dick) Perkins, with whom he worked for one season, after which he came to Portland and was appointed deputy marshal under Captain Hoyt. For four years he filled that position and was otherwise closely associated with early interests and activities in the city. He became one of the charter members of the No. 4 volunteer fire department and served as its secretary for four years, during which time Robert Holman was fire chief. Mr. Ball opened a blacksmith and wagon shop on Front street four years after coming to Portland as a partner of Mr. Graden. They conducted the business for two years and then sold out, at which time Mr. Ball took up his abode where his widow now resides, purchasing nine acres of land from C. M. Wiberg. The place was then all timber, but they cleared a small space on which to build a house. They also had to cut a road from the Base Line road in order to reach their home. Mr. Ball built a box house, with two rooms, with a large fireplace in the center in which great logs could be burned. He then engaged in the fruit and berry business, which he carried on extensively. He proved that berry culture was not only possible but profitable and introduced many fine varieties. He came to be recognized as an authority upon the cultivation of fruit and was honored with the presidency of the Multnomah Fruit Growers Association, of which he also served as secretary. He took several prizes at different fairs for fancy fruit and produced some of the finest that has ever been raised in the county. In 1887 the Portland Mechanics Fair awarded him a fine medal for his horticultural exhibit.

At different times Mr. Ball was called to public office and in every public connection proved himself worthy of the trust reposed in him. He served as a police officer of Portland from 1864 until 1868 and for two years was constable of the city. He served under Captain Mills as a member of the old Washington Guards, which was the first company of militia ever formed in Portland, and he was chief engineer at the old customs house for eight years and served as watchman for one year while the building was being erected.

On the 13th of August, 1865, Mr. Ball was married in Oregon City to Miss Margaret C. Edwards, a daughter of Josiah V. and Permelia (Westfall) Edwards. They began housekeeping on Third and Washington streets in a small cottage. Mrs. Ball was born in Cedar county, Missouri, November 12, 1842. Her father was a farmer by occupation and with his family crossed the plains in 1864, settling in Clackamas county, where he purchased a farm. He afterward removed to Thurston county, Washington, where he secured a tract of land and carried on farming until he reached advanced age, when he and his wife came to Portland to live with their daughter Mrs. Ball. Both passed away in her home, Mr. Edwards when eighty-five years of age and his wife when seventy-one years of age. Unto Mr. and Mrs. Ball were born five children, all yet residents of Portland. Henry C. married Maud Anderson and has three children, Cyril C., Kenneth J. and Beatrice. E. J. married Helen Hobighost. C. H. married Minnie Wehlem and they have two children, Wilbur H. and Agnes D. Mildred B. is at home with her mother and Laura is the wife of B. C. Markham. They, too, make their home with Mrs. Ball.

Mr. Ball attained to the Knight Templar degree in Masonry and in his life exemplified the beneficent spirit of the craft. He also belonged to the Order of Druids and to the Exempt Firemen's Association. His Christian faith was manifest throughout his entire life and the Central Baptist church numbered him

among its devoted members. He served as deacon and also as teacher in the Sunday school and did all in his power to further the work of the church. He died in that faith June 9, 1910, and was laid to rest in the beautiful Riverside cemetery. He had resided upon the Pacific coast for more than fifty years and actual experience had made him familiar with the life and conditions of the west from the period of its early development to the period of present day progress and advancement. He was closely associated with Portland's history through his business connections, his official service and his public-spirited citizenship. He possessed many sterling traits of character, which were recognized by the many friends whom he made as the years went by and who at his death felt deep sorrow at his passing. His life record, however, had covered the long span of almost eighty-three years and to his family he left the priceless heritage of an untarnished name.

EDWARD QUACKENBUSH.

While the attainment of success in legitimate business is commendable, the man who places the correct valuation upon life must realize with Lincoln that "there is something better than making a living;" that to aid one's fellowmen by kindly encouragement and assistance, by the establishment of projects and influences that will work for betterment in his life and thus raise the standard of civilization, is a task infinitely higher and nobler than that which is represented solely by efforts for the attainment of prosperity. Mr. Quackenbush is numbered among those who have done important service in the development of Portland along business lines and still more important work through his advocacy of those purifying and wholesome reforms which are growing up in the social and political life of the community and by his cooperation with those projects which have their basis in the material development of mankind.

A native of New York, he was born in Knoxville, Schoharie county, on the 30th of July, 1839, a son of John I. and Margaret Quackenbush. The father was a merchant and farmer and one of the prominent leaders of the whig party in his community prior to the organization of the republican party, when he joined its ranks. He was a staunch advocate of Henry Clay and a warm personal and political friend of William H. Seward, Thurlow Weed, of the Albany Journal, Governor Marcey and other distinguished New York whigs. In the maternal line Edward Quackenbush is of German descent and is connected through direct lineage, traceable for two hundred and fifty years, with some old Holland families such as the Webbers, Browsers Bogardus's and Quackenbushes, descendants of whom settled in New York and came to be the legal owners of a large estate which the Holland government also claims and also the legal owners of fifty-seven acres of the celebrated Trinity property on lower Broadway in New York city.

Edward Quackenbush attended the common schools until fifteen years of age, subsequently studying general and political history, composition, philosophy, English grammar and higher mathematics. At sixteen years of age he was a clerk in a village store in West Union, Iowa, cheerfully giving his small earnings to his parents, who had taught him habits of industry, frugality, sobriety and honesty. He entered eagerly into all athletic sports and boyish politics and was an early opponent of slavery. It was his ambition to study law but he was unable to gratify his desire in that direction. Denied the privilege of enlisting in the Union army in 1861 because of ill health, he went to California, where he served as cowboy and farm hand for a time. The secession spirit was so rampant that he joined the Summer Guard, a company of the Second Regiment of California Militia, and because of the intense loyalty of the members of the company was often called upon for police duty. He declined all official positions,



EDWARD QUACKENBUSH

devoting his spare time to acquiring a thorough knowledge of military tactics as then taught. The company was under secret orders for many months and the regiment assembled at a given signal the day following Lincoln's assassination and quelled the rioters who had already destroyed several newspapers plants, but undoubtedly saved property to the value of several hundred thousand dollars for many dwellings, business houses, saloons and churches had been listed for destruction because the owners were southern sympathizers.

While in California Mr. Quackenbush became porter and later bookkeeper in a wholesale fruit house in San Francisco, and subsequently was bookkeeper with A. Roman & Company, proprietors of a wholesale book store on Montgomery street. Because of a return of pulmonary trouble he went to Arizona in March, 1863, and was there cashier for a wealthy syndicate which was prospecting that country principally for mines. In December of the same year he returned to San Francisco and opened an office as an expert accountant but return of ill health caused him to go to Mexico in March, 1865, as secretary and accountant for the Trinnfo Gold & Silver Mining Company, owning a group of valuable and well developed mines. In December, 1865, Mr. Quackenbush arrived in Portland and became bookkeeper for Knapp, Burrell & Company, an agricultural implement and commission house. But ill health two years later forced his resignation, at which time he turned his attention to the hardwood lumber business, which would permit him to be out of doors. In 1869 he was offered and accepted the position of cashier with the pioneer banking house of Ladd & Tilton, there remaining for twelve and a half years, four years of which time he spent as manager. In 1882 he became a member of the firm of Sibson, Church & Company, grain and commission merchants, which for several years did an extensive business in shipping and milling wheat. The firm dissolving in 1887, Mr. Quackenbush turned his attention to the real estate and investment business, developing and improving Piedmont and other city properties. Since 1885 he has largely engaged in clearing and peopling unimproved farm lands, being an early advocate of small farms and diversified crops. He is now president of the Investment Company, incorporated in 1887, and owns a large amount of city and country property. For several years he was a director of the Oregon Steam Navigation Company, the stock and property of which were purchased by Henry Villard, the business then being recognized under the name of the Oregon Railway & Navigation Company. With others Mr. Quackenbush established the first telephone company of Portland and upon its franchise and property the present Pacific Telephone & Telegraph Company of Portland was founded. Many other enterprises had felt the stimulus of his cooperation and sound judgment until his life history has become an integral chapter in the history of the city, the material upbuilding and development of which has been promoted in extensive measure through the business enterprises which he has instituted and conducted. He was one of the organizers of the Board of Trade, which in the '70s became the present Chamber of Commerce, of which he has been a continuous member.

The majority of mankind would feel that the extent and importance of business interests which have claimed the attention of Mr. Quackenbush would be enough to occupy the time and energies of any individual, and yet he has been a most active and helpful figure along other lines. From boyhood interested in political questions, he was a member of the Lincoln Wide-Awakes and Glee Club in 1860 and participated in the active campaign in northeastern Iowa. Since then he has been a member of various republican clubs and his attitude on vital questions might be expressed in the statement that he is a Lincoln-Roosevelt republican, thoroughly opposed to dishonesty and misrule in political affairs. When personal acquaintance makes it possible, he votes for men and not for machine politics, and at all times heartily favors genuine reform movements. He has never consented to accept political office but has been an official member of many organizations for the uplifting and betterment of mankind. He

was one of the promoters of the organization of the present Young Men's Christian Association of Portland in 1868, was president during the first two terms and maintains active membership to this time. He is a charter member and was secretary of the Portland Seamen's Friend Society, organized in 1877, and later was for many years its president. He aided in organizing and became a charter member of the Oregon Anti-Saloon League in October, 1903, and in securing the adoption of the local option law for this state. He is now treasurer and a member of the headquarters committee of that organization. He likewise belongs to various other associations, religious, reform, social and athletic. Since 1867 he has been a member of the First Presbyterian church and an elder therein since 1876. He is sincerely interested in any Christian movement that deepens the conviction of man's need of a Savior and his sense of responsibility to God.

On the 5th of September, 1867, Mr. Quackenbush was married to Miss Anna Clarke Hastie, of English and Scotch ancestry who came to America in colonial days. She was born near Portland, Maine, and was educated and taught in the public schools of San Francisco, residing there for nine years. She came to Oregon in 1865. From girlhood she has been an active worker in the Presbyterian church and Sunday school and in various other church organizations and benevolent societies. The two children of the family, Edward H. and Fred, are both at home.

Such is the history of Edward Quackenbush, whose life has been largely one of service for the benefit of his family and the community. While deeply interested in all that pertains to Portland and Oregon, he has in public matters given aid support especially to those things which have for their object the development of spiritual and moral character of the people, realizing that in any community where those characteristics predominate the safety and integrity of the political and commercial interests are assured.

CAPTAIN GEORGE W. HOYT.

To omit from these pages the life record of Captain George W. Hoyt would be to sever an important link in the chain of the pioneers which connects the past with the present history of Oregon. He was born in Albany, New York, in 1828, a son of Richard and Mary (Cutler) Hoyt, who became residents of Albany, New York, about 1827. Both were descended from early Puritan settlers of New Hampshire. After becoming a resident of the Empire state Richard Hoyt was extensively engaged in the manufacture of saddlery and trunks in Albany.

It was in that city that Captain Hoyt of this review spent his youthful days and acquired his education. He was a young man of about twenty-three years when in 1851 he reached the Pacific coast, settling first in California. The following year, however, he came to Oregon and engaged in steamboating with his brother, Captain Richard Hoyt. He was for a long time agent for the Multnomah, one of the early steamers of the northwest, and afterward purchased an interest in the steamer Express, running between Portland and Oregon City. Soon after the organization of the Oregon Steam Navigation Company he entered its employ and remained with that company and its successors for nearly thirty years. No higher testimonial of faithfulness, capability and trustworthiness could be given than the fact of his long association with the business. In 1890 he resigned and entered the custom-house brokerage business in connection with his brother Henry. In this he was continuously engaged up to the time of his death, which occurred on the 9th of September, 1892.

Captain Hoyt returned to his native city for his bride, being married in Albany, New York, in December, 1865, to Miss Martha A. Graham. Unto

them were born three children: George W.; Martha A.; and Fanny Graham, who married Robert W. Lewis, of Portland.

Captain Hoyt was ever deeply interested in the welfare and progress of this part of the state and ever stood fearlessly in defense of what he believed to be right. He was a strong opponent of everything that seemed like misrule in public affairs and, elected on the reform ticket, he served for three years as a member of the city council, during which period he exercised his official prerogatives in support of all movements which he deemed to value to the community. He ever placed the public welfare before partisanship and the city's progress before personal aggrandizement.

WILLIAM MONTGOMERY GREGORY.

William Montgomery Gregory, a practitioner at the Portland bar, was born in Oneida, New York, December 2, 1852. The family is of French descent. The great-grandfather was an officer of the French army and became a coffee planter of Haiti. His son, Caspar R. Gregory, was a refugee from the island of Haiti at the time of the revolution there and changed the spelling of the name from Gregoire to its present form. He was a sea captain and was born on the island of Haiti. The father of William M. Gregory, the Rev. Caspar R. Gregory, D. D., was a native of Philadelphia and a minister of the Presbyterian church. He served for thirteen years as pastor of Oneida, New York, in which church a tablet was erected to his memory and later was pastor of the church at Bridgetown, New Jersey, while at the time of his death was a professor in the Lincoln University of Pennsylvania. He was a brother of Dr. Henry D. Gregory, for many years vice president of Girard College of Philadelphia. The mother of William M. Gregory, who bore the maiden name of Mary L. Montgomery, was a native of Philadelphia and a sister of Thomas Montgomery, long a distinguished resident of that city.

William Montgomery Gregory pursued his education in the Oneida Seminary of New York, and in the West Jersey Academy at Bridgetown. He studied law in the office of Joseph M. Pile, of Philadelphia, at the same time taking a practical course in the law department of the University of Pennsylvania. He was admitted to the bar before the court of common pleas of Philadelphia early in 1874 and before the supreme court of Pennsylvania in 1876. Soon afterward he went to California with his brother Henry S. Gregory, now and for many years a well known citizen of the Coeur d'Alene mining region in Idaho, and our subject was engaged in the practice of law in San Bernardino county until the spring of 1879. In July, 1876, he was admitted to practice before the supreme court of that state.

About three years later Mr. Gregory removed to Portland, where he has since been engaged in general practice, and in the intervening period of fourteen years has been accorded a large and distinctively representative clientage, connecting him with much of the important litigation tried in the courts of the state. He is a member of both the county and state bar associations and is regarded among his fellow members of the bar as a careful and able attorney, a wise counselor, never failing to give a thorough preparation of his cases and his devotion to his clients' interests is proverbial.

On the 12th of February, 1885, Mr. Gregory was married to Miss Lenore Sparks, a daughter of Nathan M. and Mary (Hill) Sparks, the latter a representative of the prominent Hill family of Oregon. Unto Mr. and Mrs. Gregory have been born three children who are yet living: William Lair Hill Gregory, a newspaper man who is now a student in the University of Washington; Lenore, who is well known as an accomplished violinist in Portland and is now further

studying the violin in Berlin, Germany; and Mary Edith, who is studying art in the same city.

The family reside in the beautiful residence district of Portland known as Irvington. In his political views Mr. Gregory is a republican and was one of the committee which formulated the Australian ballot law which has practically done away with the buying of votes in Oregon. He is not a politician but has always taken a deep interest in good government and favors every project which stands for the opposition of misrule in municipal affairs or clean politics and for a righteous administration of the law.

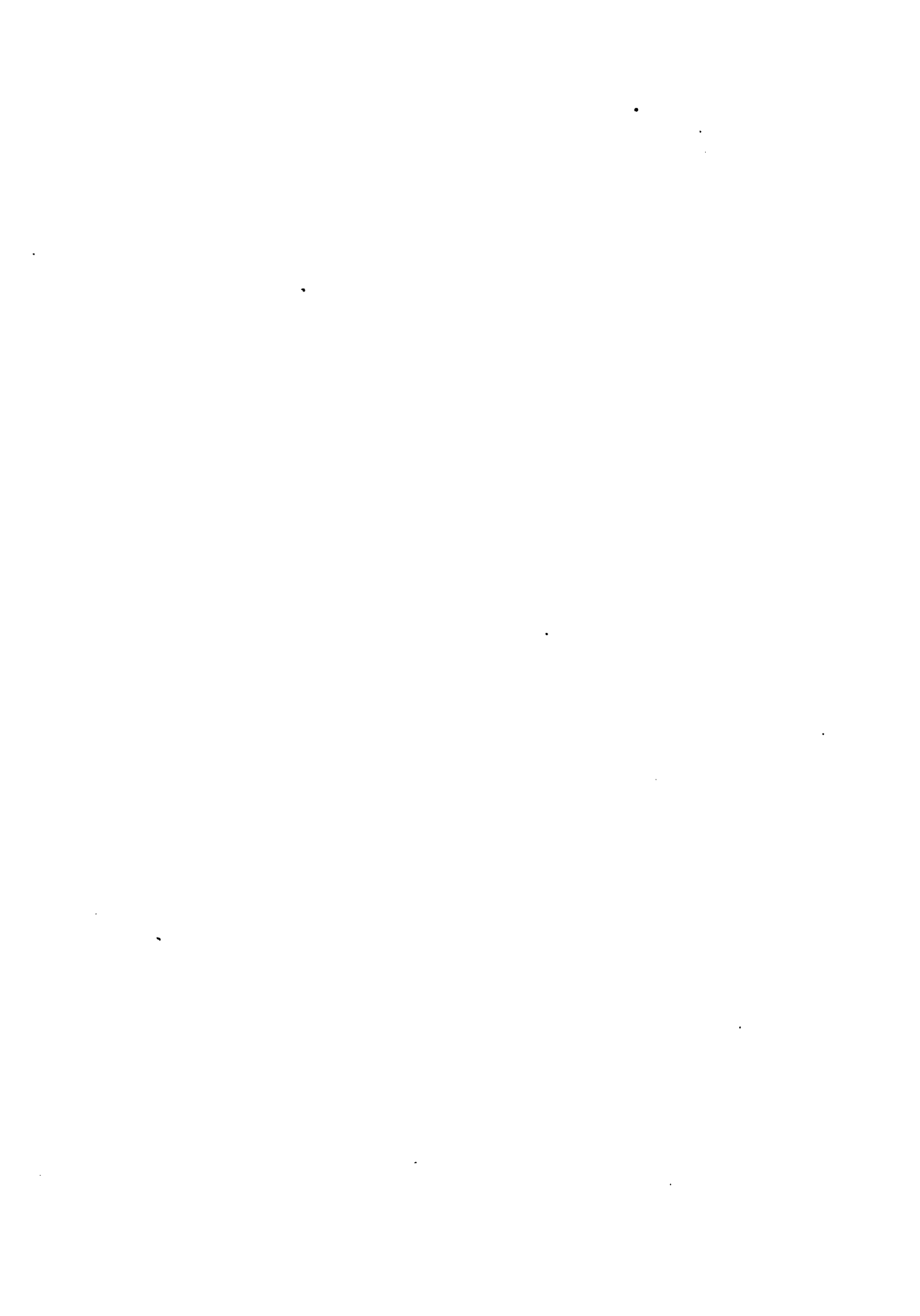
HAMPTON KELLY.

When Portland had not even attained the distinction of being a good-sized village, it being but a small collection of log cabins and stores on Front street, Hampton Kelly arrived in Oregon and took up a claim, so that he became closely connected with the early agricultural development of the state. He was a young man of eighteen years at the time of his arrival in 1848, his birth having occurred in Pulaski county, Kentucky, on the 16th of April, 1830. His father was the Rev. Clinton Kelly, a minister of the Methodist church, who engaged in preaching the gospel while his sons carried on the farm.

Hampton Kelly spent the greater part of his youth in his native state and acquired his education in the schools there. He was eighteen years of age when he accompanied his parents on the long and tedious trip across the plains of Oregon, where the family secured a donation claim. He continued to assist his father in developing the home place until twenty-two years of age, when he was married. He had previously taken a donation claim for himself near the Clinton Kelly school and took his bride there to live. He had a house built of sawed logs, nine inches wide and two inches thick, and in this pioneer home, Mr. and Mrs. Kelly began their domestic life, meeting with the usual experiences and hardships of life on the frontier. They lived upon that place for about six years, at the end of which time Mr. Kelly purchased a tract of land from Mr. Long, upon which he resided until 1882, successfully and energetically carrying on the work of tilling his fields and cultivating his place. He then removed to eastern Oregon and purchased a farm in Wasco county. There he took up a homestead in addition to his other place and continued to reside there until called to his final rest.

It was on the 30th of January, 1853, in his father's old log cabin, that Mr. Kelly was united in marriage to Miss Margaret Fitch, a daughter of David and Sarah (Wiggins) Fitch, formerly of Illinois. Mrs. Kelly was born in Coshoc-ton county, Ohio, on the 22d of March, 1827. Her father devoted his life to farming, and both he and his wife died in the east, the father passing away in 1844, and the mother in 1878. Mrs. Kelly came to Oregon in 1852 across the plains, walking most of the way and driving stock. She started from Clark county, Illinois, on the 6th of April and reached Portland on the 11th of November. The party camped near where the steel bridge crosses the river but no iron or wooden structure then spanned the stream. Mrs. Kelly has since lived in Oregon and is one of the members of the Pioneers' Society. She can relate many interesting incidents of the early days, and now at the age of eighty-three years, looks back over events which have shaped the history of the city and state, her memory forming a connecting link between the primitive past and the progressive present.

Unto Mr. and Mrs. Kelly were born nine children, of whom the eldest died in infancy. Zora M., now deceased, was the wife of J. R. Truman of Portland and had three children: Delmer L. and Stella, both deceased, and Gertrude. Helen married A. B. Manley of Portland. Clinton died in infancy. P. J., of



Mr. and Mrs. Wilson: John Fleming, who married Elena Burt of Newport, Oregon, a daughter of the late Judge Burt, of Lincoln county; Margaret Adelaide; and Helen Adams.

Although identified with the Presbyterian church, Mr. Wilson has always been in friendly relations with representatives of other churches and is in warm sympathy with all earnest seekers after truth although they may differ from him in their views and beliefs.

EDWARD L. THOMPSON.

Edward L. Thompson is prominent among those whose labors are an effective force in the upbuilding of Portland—a city whose history is yet in the making. Upon the firm foundation laid by the pioneers the men of the present day are uprearing a greater Portland—a city whose efforts are attracting the attention of the entire country. With the substantial growth which it is undergoing Mr. Thompson is closely associated and his enterprise and foresight in the management and conduct of important business interests are proving a valuable element in the upbuilding of a greater municipality.

He was born in Albany, Linn county, Oregon, August 24, 1863. His father, David M. Thompson, a native of Iowa, came to this state in 1852, settling in Scottsburg. Later he removed to Albany, where he engaged in the retail harness and saddlery business until his death, which occurred on the 9th of November, 1879, when he was forty-nine years of age. He was a colonel of the Oregon Volunteers in the Civil war and was always an active and influential factor in the life of the community in which he lived. He was a Mason and Odd Fellow of high rank, serving as district deputy grand master in the former fraternity. His wife, who bore the maiden name of Louisa Burkhart, was a daughter of John Burkhart, one of the worthy pioneers of 1847. Her death occurred in 1907 when she was seventy-four years of age. The Burkhart family were from Indiana and were among the earliest settlers of Linn county, Oregon.

Edward L. Thompson continued his education, which was begun in the public schools, by study in Albany College, and upon the death of his father assumed the management of the harness and saddlery business which he conducted with growing success until 1890, when he removed to Portland. He was fire insurance adjuster for the Northwest Fire & Marine and North British & Mercantile Insurance Companies, covering Oregon, Washington, Idaho and California. He occupied that position until 1898 and then formed a partnership with J. L. Hartman and H. L. Powers under the firm style of Hartman, Thompson & Powers, for the conduct of a real-estate and brokerage business. This relation was maintained until the retirement of Mr. Powers in 1905, when the business was reorganized under the firm name of Hartman & Thompson as a private banking enterprise. In addition to the conduct of a banking business they buy and sell city property and also engage in home building. Among the properties which they have successfully handled is the Rose City Park addition.

Mr. Thompson is also president of the Ridgefield Mercantile Company of Washington, which he organized fourteen years ago and which is one of the most successful mercantile establishments of the state. He is also president of the Ridgefield State Bank, of which he was one of the organizers in 1910. He is secretary of the firm of Beall & Company, dealers in agricultural implements. He is the owner of Clover Hill Farms, a tract of four hundred acres about thirty miles north of Portland on the Columbia river, where he engages in the breeding and importing of thoroughbred Guernsey cattle and conducts a large dairy. He was awarded the first state board of health certificate for guaranteed purity of milk. In 1909 he was elected president of the Portland Fair & Live Stock Association and is also interested in various other enterprises.

In 1904 Mr. Thompson organized the Portland Woolen Mills, the other stock holders being W. P. Olds, W. M. Ladd, T. B. Wilcox, W. E. Pettes and F. A. Nitchy. This is an extensive and profitable industry, valued at a half million dollars and located at St. Johns, having the largest production of any woolen mill on the Pacific coast. Its sales amount to a half million dollars a year and the plant occupies five acres of ground and is equipped with its own water, light and power systems. The plant with its subsidiary buildings is a veritable city in itself, with a private dock and railway switch. It is complete in its equipment in every department and sends its product to all parts of the United States. The company has built many homes for its employes and has never had a strike among the workmen. This is due to the fact that their methods of treating their help are the exponent of justice. The business is carried on along broad plans and they pay the highest wages of any in the United States in their line. They employ most competent heads of departments and give much time, study and attention to the betterment of both the physical and mental conditions of their employes, furnishing them with every comfort and convenience possible, such as reading and rest rooms. Of the company Mr. Thompson has been treasurer and manager since its organization and its development and its attitude toward the employes is largely attributable to his efforts and his advanced ideas. He is doing a splendid work in this regard and the institution may well serve as a model to other employers. Were such methods followed the contest between labor and capital would be reduced to a minimum. Back of it all is the humanitarian spirit that recognizes the responsibilities and obligations of wealth and the brotherhood of mankind.

Mr. Thompson has a beautiful home on Portland Heights, which he erected in 1907, and a summer residence at Seaside. He was married on the 27th of March, 1884, to Miss Amanda P. Irvine, a daughter of Hon. R. A. Irvine, of Linn county. She was educated in the Albany College, where she pursued a special course in music. The two sons of this marriage are: Lewis Irvine, who in June, 1909, wedded Sadie Jackson; and Edward A.

In his political views Mr. Thompson is an earnest republican and takes a keen interest in all civic affairs. He is interested in the Commercial Club, of which he is an active member, and also belongs to the Portland Heights Club. He has been president of the board and trustee of the First Congregational church for the past nine years and has been a member of the church from the age of fourteen. He is likewise connected with philanthropic societies and gives generous aid where charity is needed. He is a man of large athletic build whom one at once recognizes as a leader. In manner he is genial and courteous. He has great capacity for business, is ambitious and energetic and well merits the position of leadership which is accorded him. While he is achieving notable success, there is in his life history as a dominant element something beyond and above the desire for wealth—that something which finds expression in his treatment of and relations with his employes, in his deep and helpful interest in the city and his devotion to the work of the church.

DANIEL LEWIS.

Daniel Lewis, who from 1872 until his death, in 1904, was a resident of Oregon, owned and operated a valuable farm in the vicinity of Portland, but the property has now been divided among his children, all of whom are living in residences located on what was originally the old homestead. Mr. Lewis was born in North Carolina in 1829 and was a son of Samuel and Sarah Lewis. His father was a soldier of the Revolutionary war, giving valiant aid to the colonists in their struggle for independence and living for many years thereafter to enjoy the fruits of liberty. He died, however, when his son Daniel was about

eighteen years of age, the latter living with his mother until he was married, after which his mother lived with him. He was only four years of age when his parents removed from the south to Illinois, taking up their abode in Crawford county, and while spending his youthful days upon the farm he acquired his education in the public schools of that state. After attaining his majority, or upon the 12th of November, 1850, he was united in marriage to Miss Rachel Anderson, a daughter of Jotham and Lucinda Anderson, the former a native of New England and the latter of Kentucky. For twenty years after their marriage Daniel Lewis and his family remained residents of Illinois, but in 1872 came to Oregon where his wife and children have since lived and where he made his home until his death. He purchased one hundred and sixty-three acres of land located on what is now known as the Base Line road, and with characteristic energy turned his attention to farming, converting his place into productive fields which annually brought forth rich harvests. For many years he carried on his farm work but at length the property was divided among his children, all of whom now have homes upon the place.

Unto Mr. and Mrs. Lewis were born the following children, seven of whom survive, namely: Leander; Annie J., who is the wife of Fred R. Davis and lives at Centralia, Washington; Herman A.; Ulysses; Sarah, the wife of Alexander Bell; Lula, the wife of J. W. Mills; and George H. One son, James, died in 1878 at the age of twenty-one years, while Edwin D. died in 1894 at the age of twenty-six years, and Frederick R. died in 1902, when thirty-three years of age.

The death of the husband and father occurred in 1904, when he had reached the age of seventy-two years. He was a member of the Baptist church to which Mrs. Lewis still belongs. She was born in 1833 and is a well preserved woman of seventy-seven years, retaining her physical and mental faculties to a remarkable degree. They made their trip to Oregon on the second through train that was run over the Southern Pacific, starting from Vincennes, Indiana, and continuing by rail to San Francisco. From that point they came on board the boat Prince Albert to Seattle, Washington, where they remained for a few months before taking up their abode in Oregon. From pioneer times the Lewis family has remained in this locality and the representatives of the name have a wide and favorable acquaintance among the early settlers and among the later arrivals in the section in which they live.

FREDERICK CHARLES KING.

There is perhaps no life record in this volume that indicates more clearly the value of character and of individual ability than the history of Fred C. King, who with limited opportunities started in business life and has worked his way continuously upward until he is now classed with the leading and representative real-estate men of Portland, largely engaged in handling city, farm and timber lands. Mr. King is a native of the middle west, his birth having occurred in Portland, Ionia county, Michigan, December 29, 1872, his parents being Richard D. and Mary A. King, the former a shoemaker by trade. He was born in Hardfordshire, England, in 1847, and served in the English army as a member of the noted Coldstream Guards. He came to America about 1870, settling in Portland, Michigan, and in the spring of 1873 removed to Saline county, Kansas, where he secured a homestead claim, and while developing that property, in order to obtain his title, also opened a shoe shop in Brookville, in that county. Subsequently he was employed by the Union Pacific Railroad Company for about fourteen years, spending a part of the time in the fuel department and the remainder as agent. At the same period he was also engaged in farming, dairying and stock-raising. But Kansas, because of un-

favorable weather conditions, which brought on the failure of crops, experienced "hard times," and Mr. King was among a large number who failed in 1888. With a hope of retrieving his losses he sought the opportunities of the Pacific coast country, arriving in Portland on the 21st of November of that year. The succeeding twelve months were fairly successful and on the 24th of December, 1889, he passed away, leaving a family of nine children, three sons and six daughters, of whom Fred C. King, the eldest, was then only fifteen years of age. The mother was born in Suffolk, England, in 1844, and had become the wife of Richard D. King in London, England, the wedding ceremony being performed in Westminster Abbey. The parents of both were farming people of England.

Fred C. King acquired his early education in two country schools near Brookville, Kansas, and also to some extent attended the Brookville public schools. His educational opportunities, however, were limited by the fact that he was reared on a farm and the work of its development and improvement allowed him little leisure time for study. It was only in the winter seasons, when the farm work could not be carried on, that he had the opportunity of attending school, and never after he was thirteen years of age. In the school of experience, however, he has learned many valuable lessons and has otherwise embraced his opportunities for mental development as a preparation for life's practical and responsible duties. The family arrived in Oregon in the fall before he was fourteen years of age, and the father died a year later, so that the older children of the family were obliged to go to work and aid the mother in the support of the younger members of the household. Later Mr. King studied the complete mechanical course as outlined by the International Correspondence School of Scranton, Pennsylvania. His experience upon the home farm three miles north of Brookville, Kansas, had largely been that of herding and caring for the stock, together with plowing, harrowing, planting grain and harvesting. He also had to milk many cows, for at different times the family kept as many as one hundred head. It was therefore only in the intervals of general farming that he could attend school up to the time when the emigration was made to Oregon in November, 1888. In the two succeeding months he engaged in cutting wood north of Mount Tabor, and in January, 1889, secured similar employment at Sullivan's gulch, near the Drubacher furniture factory. In February, March and April, 1889, he worked in the tin shops of Goldsmith & Lowenberg, on Front street, and from April until September worked in order to purchase a lot in Linnton from Selover & Bunker. He was in the employ of that firm and also of a smelter company, who built a smelter there, and he cleared land and removed rock for the grade. In September, 1889, he secured a position with the General Electric Company at Oregon City removing rock under the falls. In October, November and December of the same year and in fact until June, 1890, he worked on the section in East Portland for the Oregon & California Railroad Company, and at a later date began laying track for the car line to Woodstock. From the 14th of July, 1890, until the 1st of August, 1893, he was employed in the Inman & Paulsen sawmill, after which he was employed as boiler maker until the 27th of December, 1904, the first four years as apprentice and then as journeyman in the Southern Pacific shops here and also at Roseburg and Ashland. On the latter date he resigned because of his health. On the 28th of November, 1904, he leased the building at 309 Jefferson street for apartment house purposes and is still managing this, which is known as The King. On the 1st of January, 1905, he turned his attention to the real-estate business in connection with F. O. Northup for six months, or until July 1, 1905. Since that date he has engaged in the general real-estate business, handling farm, city and timber lands. He is recognized as one of the prominent real-estate men of Portland and in the intervening five years has handled much valuable property and negotiated many important realty transfers. He now owns several different properties in this city and in other parts of the state,

including the lot in Linnton which he purchased twenty years ago with a summer's hard labor. In September, 1907, he became one of the incorporators and stockholders of the State Laundry Company, in which he is still interested. In 1910 the King Brothers & Shea Iron Works of Portland was incorporated, of which company Mr. King is secretary and treasurer. The sheer force of his character, energy and ability have brought him to a prominent position in business circles and he has justly won the altogether appropriate, if somewhat hackneyed title of a self-made man.

On the 26th of March, 1896, in Portland, Mr. King was united in marriage to Miss Bertha L. Friese, a daughter of German parents who came to Portland in 1878. In his political connection Mr. King is somewhat independent with democratic tendencies. In 1906 he was defeated on the democratic ticket for representative, and in 1908 he was the independent and labor candidate for councilman for the fourth ward. His political aspirations, however, are not very strong, as he finds that his growing business interests claim the greater part of his attention. He is, however, a popular and valued member of many fraternal organizations. In 1892 he joined Mount Hood Lodge, No. 1, of the Foresters of America, of which he was three times chief ranger. In 1899 he became a member of Fidelity Lodge, No. 4, A. O. U. W., and in 1900 joined Anchor Lodge, No. 746, of the Knights and Ladies of Security, of which he is a past president and now trustee. In 1903 he became a member of the Oregon Benefit Degree, No. 1, of which he was the first past president and is also trustee. In 1902 he joined Mount Hood Lodge, No. 72, of the Brotherhood of Boiler Makers & Iron Ship builders of America, of which he was a past president, but withdrew in 1908. In 1907 he joined Rose City Camp, No. 191, of the Woodmen of the World; in 1908 became a member of Oregon Lodge, No. 1, United Artisans; in 1909, the Evening Star Grange; and in 1910 joined Portland Lodge, No. 55, F. & A. M. The secret of his success lies in the fact that he has never been afraid of earnest labor and that his diligence and close application have ever been supplemented by unquestioned integrity and reliability.

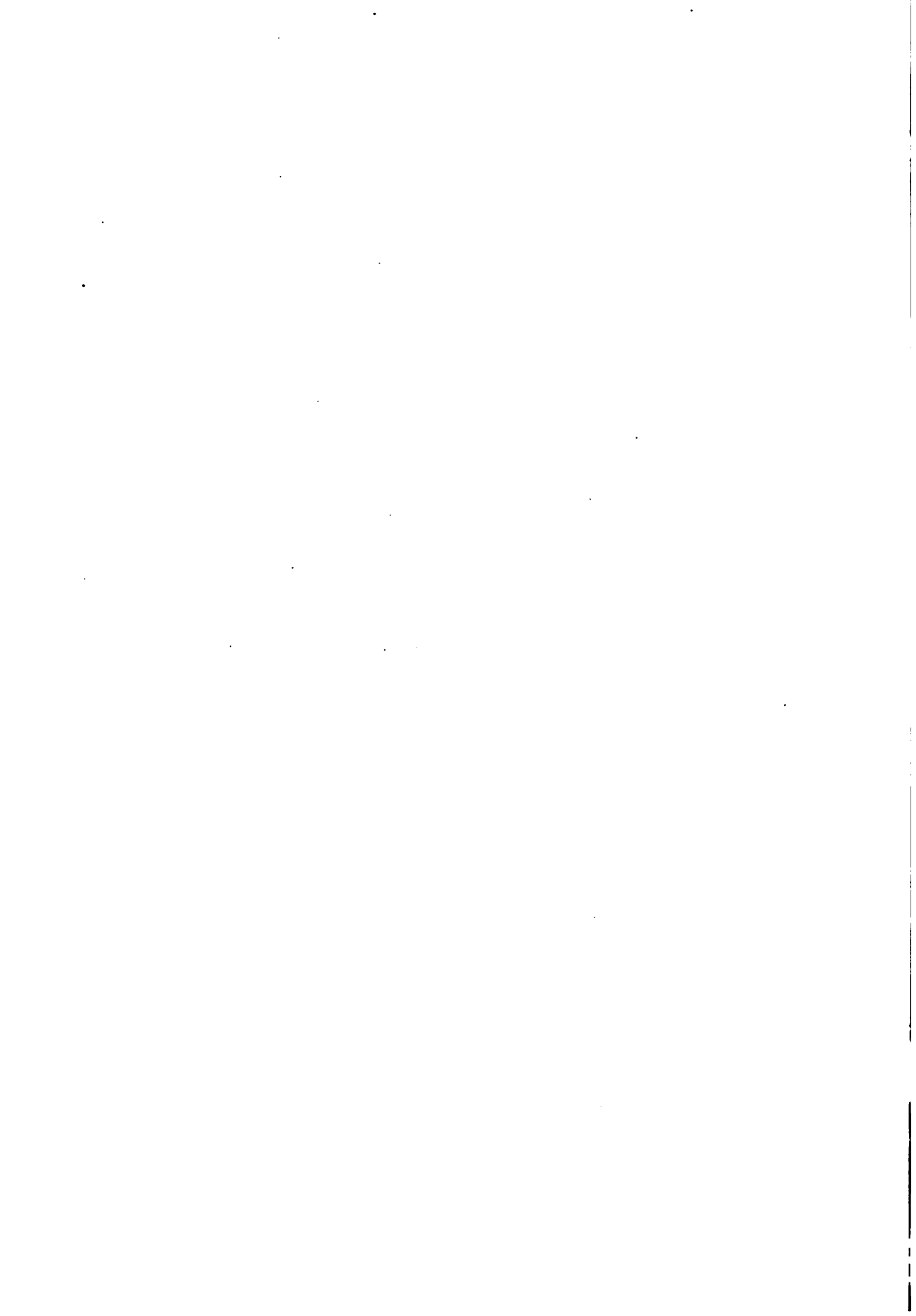
WALTER FRAZAR BURRELL.

Walter F. Burrell has been recognized throughout the years of his manhood as a stalwart and enthusiastic supporter of every movement and project instituted for the benefit and upbuilding of the city of Portland. His business associations have brought him into active connection with its wholesale and manufacturing trade and at the same time he has been a factor in the agricultural progress of the states of Oregon, Washington and Idaho. His judgment is sound, his discrimination keen and penetrating. He seems to see from the circumference to the very center of things and so coordinates forces that unified and harmonious results are achieved and the utmost possible for the attainment of success seems to have been reached. His days have been unmarked by events of special importance, save such as come to those reared on the western frontier, in a district where a spirit of enterprise is rife and where nothing seems to deter successful accomplishment.

His father, Martin S. Burrell, was a man of conspicuous business ability, who came to Portland in the year 1855, and it was in this city that Walter F. Burrell, entered upon life's journey on the 13th of February, 1863. His education was acquired in the schools of Portland and Oberlin and when his school days were over, he entered the business house of Knapp, Burrell & Company, of which his father was the head and applied himself to mastering the details of a business that included the handling of vehicles, agricultural implements and sawmill machinery, and was the largest of its kind in the northwest.



W. F. BURRELL



The trade grew to very extensive proportions, but the father's interest in the business was sold immediately after his death in 1885, and Walter F. Burrell, who was then but twenty-two years of age, took charge of the management and development of the other properties that were features of his father's estate and included large tracts of untilled land in Whitman county, Washington, all of which the son brought under cultivation in the production of splendid crops. While he has given much attention to raising wheat and other crops of grain, Mr. Burrell has also engaged in the extensive growing of apples and pears, not only in Oregon but also in the states of Washington and Idaho.

In 1895 Mr. Burrell was married to Miss Constance Montgomery, a daughter of James B. Montgomery, a prominent citizen of Portland, and they are now the parents of five children: Alden Frazar, Louise, Douglas Montgomery, Robert Montgomery and Virginia. Mr. Burrell is a republican in his political belief. He belongs to the Arlington, Commercial and Multnomah Clubs, and served under Mayor H. S. Rowe on the board of public works of the city of Portland but has had no ambition for office, preferring to devote his efforts to furthering the interests of Portland through its commercial bodies, and also to managing the extensive business interests, belonging to himself and associates, in the control of which he displays marked ability and energy, regarding no detail as too unimportant to receive his attention and at the same time controlling the larger factors in his interests with notable assurance and power.

JOHN H. HAYES.

While residing in Portland, John H. Hayes is extensively connected with the sheep-raising industry in Morrow county, Oregon. He is one of the native sons of the state, his birth having occurred in Lane county, near Eugene, on the 30th of March, 1856, his parents being William J. and Sarah (Kapehart) Hayes. The father was born in Indiana in October, 1829, his parents having been early settlers of that state. The grandfather died when his son William was young and the latter afterward went to Missouri, where he resided until 1850, when he crossed the plains with ox teams to Oregon and established his home in Lane county, taking up a donation claim on Spencer creek. He was married soon after his arrival on the Pacific coast, and went to live in a log house which he built, and it remained the home of the family until about 1866. He then removed to Douglas county, Oregon, where he purchased a ranch and engaged in raising sheep for eleven years. In 1877, however, he left that locality and took up his abode in Morrow county which was then a part of Umatilla county, buying a small tract of land near Heppner. There he continued in the sheep business until his death, which occurred in 1888, his remains being interred in the Heppner cemetery. His wife, who was born in Missouri in 1836, passed away December 20, 1908. They were long devoted members of the Christian church, loyal at all times to its teachings and principles. Their family numbered six children: Harriet J., the wife of W. A. Neil, of Gilliam county, Oregon; John H., of this review; Joseph C. and James M., who are living at Heppner; Justice, the wife of A. A. Curtiss of Malott, Washington; and C. J., deceased.

John H. Hayes was a pupil of the public schools of Douglas county, through the period of his youth, yet much of his time during his boyhood days was devoted to work upon his father's ranch, and eventually he took charge of his father's business, forming a partnership with him and continuing as manager of their affairs until the father's death. He continued to live in Morrow county until 1907, when he removed to Portland, superintending his business interests from this point. He is extensively engaged in sheep-raising and he and his son own about forty-seven hundred acres of land in Morrow county. He is today one of the most prominent representatives of the sheep industry of the northwest,

keeping good grades which are valuable both for wool and mutton. He is therefore able to make profitable sales and his business reaches a large figure annually.

Mr. Hayes has been married twice. He first wedded Miss Elizabeth Cornelison, who died in 1884, leaving two sons: Joseph M., a resident of Morrow county, who is conducting the sheep industry at that place; and Erbie, who married Miss Daisy Begal, by whom he has two children, Clara and Lela. He is now engaged in the hardware business at Vale, Oregon. In 1905 Mr. Hayes was again married, his second union being with Mrs. Melvina Withers, nee Hadley. Her first husband was John A. Withers, who was born in Benton county, Oregon, and died March 27, 1900. His parents were early settlers of this state. Unto Mr. and Mrs. Withers were born two children: Chester, who married Melva Lewis; and Wayman, who wedded Lottie Harris and has three children, Merrill, Vancil and John.

Mr. Hayes has long been a member of the Christian church and is a generous contributor to its support. His life has been a useful and active one and while he had the advantage of receiving property through inheritance, he has increased his holdings and won further success by his careful and intelligent management of his business affairs. He is regarded as authority upon the subject of sheep-raising in Morrow county and is numbered among those whose extensive interests are a marvel to the east, where operations are carried on on a much less extensive scale.

SENECA SMITH.

Seneca Smith, born on the banks of the Wabash in Indiana, August 18, 1844, is now engaged in the practice of law in Portland and, moreover, has considerable real-estate interests here. His father, Cornelius Smith, was a native of New York city, whence he removed to Indiana and there he engaged in the operation of a sawmill for some years and was also connected with commercial interests that made the Wabash and Mississippi rivers the highway of transportation. To the northwest he came with the pioneers of 1847 with Oregon as his destination. Leaving Laporte, Indiana, in March, and enduring the hardships and privations of travel, with ox teams he crossed the plains and in December arrived in Portland—then a tiny village—but after three or four weeks died of fever contracted in crossing the mountains. The beautiful Rose City of today was then a small collection of log cabins and one frame store. The widow and eight children, five sons and three daughters, of whom Seneca Smith was next to the youngest, survived the husband and father. Mrs. Smith, who bore the maiden name of Elizabeth Dixon, was a sister of Thomas Dixon, the founder of the town of Dixon, California. She, too, was a native of the Empire state. While making the trip across the plains she kept a journal of the events which marked their progress that has been published by the Oregon Historical Society—a faithful picture of the experiences which the early emigrants underwent. After her husband's death she and her children removed to Mores Valley, in Yamhill county, where she lived until about 1852, when she married J. C. Geer, the grandfather of ex-Governor Geer, and the progenitor of a large family, many of whose representatives have attained prominence in this state. Mrs. Geer passed away in 1856. Of her children Perl Smith is living at Wrangle, Alaska; Jasper Smith is a resident of Yamhill county, Oregon; Eleanor is the wife of Rev. P. S. Knight, of Salem, Oregon; and Marie is the widow of R. J. Marsh, also of Salem.

The other surviving member of the family is Seneca Smith of this review, who entered a little log school at Butteville in the pursuit of the elementary branches of learning. Later he attended the Lafayette school and McMinville College and completed his literary course in Willamette University. From 1862

until 1871 he was engaged in mining and in running pack trains in the wilds of eastern Oregon, Washington and western Idaho. The trails were oftentimes scarcely discernible and the route was in places a difficult one. Moreover, the unsettled condition of the country made such trips fraught with considerable danger. In the fall of 1871 Mr. Smith came to Salem and took up the study of law, continuing his reading under the direction of Judge Boise and P. L. Willis until admitted to the bar in 1874. In connection with his law studies he also took up the study of stenography and in the fall of the latter year reported a session of the legislature for the Oregonian.

Mr. Smith then came to Portland, where he opened a law office and also did much shorthand reporting throughout the northwest, being at that time the only shorthand writer in this part of the country. Governor Moody appointed him to the circuit bench, succeeding Judge Stott, who had resigned in 1883, Judge Smith entering upon the duties of the office on the 1st of January, 1884. That the two years of his appointive service were satisfactory is indicated by the fact that in June, 1886, he was elected judge of the circuit court but in July of that year, he left the bench, to resume the private practice of law, in which he has since been continuously engaged, making a specialty of real-estate law. During the first few years of his practice he was in partnership with Judge J. A. Stratton and S. W. Rice, the association being discontinued at the time Mr. Rice was elected county judge. He was next associated with John B. Waldo until Mr. Waldo was elected to the Oregon supreme bench in 1880. Soon afterward Mr. Smith formed a partnership with P. L. Willis, now of Portland, and this connection was maintained until Mr. Smith was appointed judge of the circuit court. After leaving the bench he formed a partnership with Raleigh and Samuel Stott and W. L. Boise, which was dissolved in the fall of 1889. Judge Smith then spent two years in travel and following his return has practiced alone. He is also interested to a considerable extent in real property in and near Portland.

On the 1st day of May, 1879, was celebrated the marriage of Judge Smith and Miss Margaret Gilliland, of Douglas county, Oregon, who died ten years later. On the 1st of June, 1891, he wedded Susan E. Southworth, of Woodstock, Illinois. To him rightfully belongs the honored term of an Oregon pioneer. Although in early childhood at the time of his arrival in this state, as he advanced in years and strength he became an active factor in the improvements which have resulted in the development and progress of the state, and has also kept in touch with the later day advancement, whereby Oregon proudly holds its place among the leading commonwealths of the nation.

JOHN GATES.

Although more than twenty years have elapsed since the death of John Gates, his memory is kept green in the minds of many of his old friends in Portland and western Oregon, while among steamboat men his name is known and honored, for his work and inventive genius were of such a practical character that he gave to navigation that which has been of material assistance and value thereto. Mr. Gates was born December 31, 1827, in Mercer, Somerset county, Maine, a son of Levi and Hannah (Pane) Gates. The family is of English descent and has numbered among its members many prominent men in America, including General Horatio Gates, one of the distinguished commanders in the Revolutionary war, who received the surrender of Burgoyne at Saratoga. Levi Gates was a thrifty farmer and both he and his wife were devout members of the Congregational church, who worked hard six days in the week and zealously attended to religious duties on Sunday, so that virtually there was no day of rest in the family. Thus amid religious environment John Gates was reared,

his education being acquired in the public schools of Mercer and later of Worcester, Massachusetts, where his parents took up their abode when he was quite young. One of the valuable lessons inculcated in his mind in his youth was that all labor is honorable and that farm work is an excellent means of developing muscle and health in a growing lad. His first service aside from the farm was in the shops of Coe Brothers at Worcester and after the young machinist had acquired the mechanical art he was placed in charge of the shops. Being naturally quick of apprehension and deft in the use of his hands he had gained unusual proficiency and before he was twenty years of age was much in advance of ordinary mechanics of the same age.

The California gold excitement of 1849 brought to the west thousands of hardy young men from New England and with them came John Gates. After an experience which convinced him that his destiny was not connected with the mining camp he turned his steps to the north and about 1850 first became acquainted with Portland. Here his first work was as an engineer in a sawmill located at the foot of Jefferson street and he also put in operation the first planing machine and the first sash and door machinery in Oregon. He owned an equal interest with the other partners in the Portland Milling Company, when the first large fire in Portland occurred in the fall of 1854, at which time he saw the accumulation of years of hard work go up in smoke. There remained to him only his family, his good health and a disposition to do the best he could under adverse circumstances. He turned his attention to the steamboat business, succeeding Jacob Kamm as chief engineer of the English Steam Navigation Company. In the meantime, however, he had been employed as engineer on the steamer Fashion and was for a considerable period foreman machinist for Davis & Monastes. He aided in building a mill on the site of the old plant of the Portland Milling Company and was more or less identified with the lumber interests of the city until the winter of 1860, when he began work for the Oregon Steam Navigation Company, continuing with them and their successors for nearly a quarter of a century. During that period he revolutionized the style of Oregon river steamboats, his inventive genius and practical knowledge resulting in changes which have constituted the standard for steamboat building in this locality since that time. He made all of the models, designs and plans for cabins and machinery on the boats of the Oregon Steam Navigation Company, and, when departing from old time customs, he built the Emma Hayward it provoked unfavorable criticism from river men and steamboat builders. The company which he represented, however, endorsed his ideas and time has proven their worth. His remarkable inventive genius displayed itself in many forms. During the first ten years of his connection with the Oregon Steam Navigation Company he took out twenty-seven patents on inventions which have proven valuable in steamboat operation. These include the Gates hydraulic steering gear, without which it would be almost an impossibility to handle the big river and sound steamers of the present day with any degree of proficiency. He has probably made more original designs for boats and machinery than any man living. He is the inventor of the well known sight feed lubricator where the oil can be seen in a glass tube as it is fed drop by drop to the cylinder of the steam engine. His inventions also include the spark arrester for steamboats now universally used on all wood burners; piston packings; a steering apparatus; sectional boiler; ash pan; cut off valve; a thumb screw for holding wheel ropes; and several patents for steam pumps, all of which attest the wide range of his abilities. Under his direction were builded the Orient, Occident, Almota, Wide West, Daisy Ainsworth, R. R. Thompson, S. G. Reed, Hassalo, D. S. Baker, Annie Faxon, Oneonta, Harvest Queen, Mountain Queen, Emma Hayward, Henry Villard, John Gates, Spokane, Donita, Welcome and Dixie Thompson. He was for many years inspector of boilers and it was through his recommendation that the Oregon Railway & Navigation Company inaugurated channel sluicing with the steamship on the bars of the Columbia river. Had it

not been for the channels so formed vessels drawing over fourteen feet of water could not come to Portland and the San Francisco steamers would have been obliged to stop below St. Helen's bar during the low water stage.

Following his resignation as chief engineer of the navigation company Mr. Gates was elected by the republican convention as its candidate for mayor of Portland and was elected by a handsome majority in 1885. This office he acceptably filled until his death on the 27th of April, 1888, his remains being interred in Riverview cemetery. It was uniformly acknowledged that death had claimed one of the ablest and most public-spirited citizens of Portland.

Mr. Gates was married twice. At nineteen years of age he wedded Mary Blodgett, seventeen years of age and they had three children. His second wife, Rachel Scales, he wedded at The Dalles, Oregon, September 4, 1867, and they had four children. Mr. Gates held membership for many years in the Independent Order of Odd Fellows and was a consistent adherent of the principles of the republican party. His career presents a good illustration of the typical American boy who starts out in life depending entirely upon his own ability and industry and who attains a position of independence and honor through the application of the plain virtues of self denial and worthy effort.

WILLIAM R. STOKES.

William R. Stokes, who as a contracting architect, has specialized in the building of residences and apartment houses, was born in Cincinnati, Ohio, September 30, 1854, a son of Edward and Mary (Hon) Stokes, the former a native of New Jersey, while the latter was born in Germany. The father was a brick mason and in early life removed from Philadelphia, Pennsylvania, to Cincinnati, becoming one of the pioneer builders of that city.

William R. Stokes, who is one of a family of six children, acquired his education in the schools of Cincinnati, and remained at home with his parents until twenty-five years of age, when he was married and established a home of his own. He had previously learned his trade with John Ashar, one of the old time builders of Cincinnati and from the time of his marriage until his removal to Portland he continued in the employ of Mr. Ashar. In 1882, however, he decided to come to the Pacific coast and as the railroad had not been built to Portland at that time he made his way to San Francisco and from that city came by boat to his destination. He has been with Richard L. Zeller in the contract business since his arrival in this city. One of the first buildings with which he was connected was the old Williams avenue schoolhouse recently torn down to make way for the erection of a business block. He also erected the Ladd residence and barn in Laurelhurst, about a quarter of a century ago. He has made a specialty of the erection of residences and apartment houses and some of the most attractive homes of Portland—a city noted for its beautiful residences—have been erected by him. He has also done work in various parts of the state including the building of a large number of schoolhouses in Oregon and numerous contracts have been executed at Baker City, Pendleton, Heppner, Oregon City, Astoria, Hood River and North Yamhill. The firm likewise had the contract for the erection of the Soldiers' Home at Roseburg, and from the beginning of his residence here Mr. Stokes has figured prominently and actively as a contractor, his labors being attended with a substantial measure of success. He has made judicious investment in property and is the owner of a farm of one hundred and seventy-three acres in Clackamas county, to which he is now devoting much of his time, being extensively engaged in horticultural pursuits there, having set out forty acres to fruit. His farm is beautifully located near Estacada, and in addition he maintains his home in Portland.

do this, it was necessary to have the Oregon City charter changed, as it provided for the use of all the money collected by taxes in the city for road improvement to be spent inside the city limits. For the first two years he was opposed by the other members of the board and the people from the southern part of the county, but finally, with the assistance of Richard Scott, another commissioner, he succeeded after a long struggle. Later several other counties, including Yamhill and Polk, followed in the same line, copying after the change made in Clackamas county. In 1808 Mr. Meldrum served as special agent for ten months for the general land office, examining surveys in Nevada and Wyoming. He was elected county surveyor of Clackamas county and filled that office in a most acceptable manner. In January, 1871, he bought the north half of the Peter M. Rinearson donation land claim on the east bank of the Willamette river. Here he has laid out the townsite of Meldrum on the Oregon City car line, ten miles from Portland, but has kept as a home fifty acres on the river.

On September 25, 1872, Mr. Meldrum was united in marriage at Oregon City to Miss Georgiana Pope, a niece of Governor Abernethy. Three children were born of this union: Charles E., Eva S. and David T. Mr. Meldrum has been a member of the Independent Order of Odd Fellows since 1869, and has filled all the chairs, and is also prominently identified with the encampment, filling all the chairs of this branch. He has also filled the offices in the Ancient Order of United Workmen. He is a member of the Pioneer Society, the Oregon Historical Society, and holds membership in the Methodist Episcopal church, serving on its board of trustees for many years. He is an advocate of the principles of the republican party, and served as delegate-at-large from Oregon to the national convention at St. Louis, which nominated William McKinley for president. He stood for sound money as did all of the delegation from Oregon. In reviewing the career of a veteran such as is presented in the life of Mr. Meldrum, we are reminded that many of the most important events of modern times have transpired since he came to Oregon. Among these may be named the introduction of the railroad, the telegraph and the telephone; the opening of the ports of Japan to commerce by the United States fleet under Commander Perry; the discovery of gold in California, Australia, Colorado and Alaska; the Civil war, which sounded the note of freedom and unity around the world; the Spanish-American war that opened new territory to our country and involved additional and solemn responsibilities; the many scientific discoveries that have revolutionized modern thought; and also the vast expansion of population in the western half of the United States, attracting tens of thousands from the older settled regions of the east and of Europe. All of these and many other changes pass in review before the mind of the pioneer as he rests at his comfortable fireside. Mr. Meldrum has well earned the repose which he now enjoys. He has merited the respect of his associates by many kindly acts in years past, and as a representative pioneer in the highest meaning of the word he is worthy a place in this volume.

FREDERICK VIGNE ANDREWS.

Frederick Vigne Andrews, deceased, was recognized as one of the progressive men of his period in Portland. He was born July 8, 1846, in London, England, and his life record covered the intervening years to the 1st of November, 1904. His parents were Thomas Robert and Annie O. (Grane) Andrews, the former connected with the old East India service.

In the schools of London, Frederick V. Andrews pursued his education and afterward engaged in business there as an indigo broker and later as a stock broker. He had had considerable business experience, therefore, when he came to America in 1879. The reports which he had heard concerning the Pacific

coast led him to establish his home in this section of the country. He settled first at Corvallis, Oregon, but after a few months went to Albany, this state, where he remained for six months. On the expiration of that period he came to Portland. After a brief period, however, he returned to England on business which kept him in his native land for a few months, when he again came to Portland and engaged in railroad construction work, this being in the early '80s. He was afterward connected with railway interests at Pond Oreille and in 1884 turned his attention to the insurance business, entering the office of Ferry & White. A year's connection therewith brought him knowledge of the business and in 1885 he opened an insurance office of his own, becoming senior member of the firm of F. V. Andrews & Company, under which style the business is still carried on. He was recognized as one of the most progressive men of his period in this city.

About 1867 Mr. Andrews was married in London to Miss Mary Brown, a daughter of Dr. Gossett Brown, a well known London physician. Mrs. Andrews is now living in London. They were the parents of two children: Alice M., the wife of Rev. E. L. Holmes, rector at Milton Ernest, England; and F. H. V. Andrews, who is the present head of the business established and developed by his father. The death of Mr. Andrews occurred November 1, 1904, and the community mourned the loss of one whose worth was widely recognized as a business man, as a citizen and in the private relations of life.

FRANK E. DOOLY.

Frank E. Dooly is vice president of the firm of Dooly & Company, conducting a general insurance agency in Portland. The success of the enterprise is directly due to the well devised and carefully executed plans of him who is one of its chief executive officers, and whose business association also touches many other important interests, including several of the leading corporations of this city. In a considerable measure Portland owes her prosperity and upbuilding to men of western birth who, imbued with the spirit of enterprise which has always been characteristic of this section of the country, achieve results by reason of their unfaltering perseverance and determination.

He was born in Ogden, Utah, September 15, 1879, and later, when the family removed to San Diego, California, was placed by his parents, R. M. and Mary E. Dooly, in St. Joseph's Academy in that city, where a part of his education was acquired. He came to Portland in 1894, and was also for a time a student in the Portland high school. When twenty-one years of age, he organized the firm of Dooly & Company for the conduct of a general fire insurance business, and in the twelve years which have since intervened, he and his associates have developed the largest insurance agency in this city. In the latter part of the year 1909, the father, after disposing of his interests at Forest Grove, where he was president of the First National Bank, removed to Portland and became actively interested in the firm of Dooly & Company, as its president. R. M. Dooly, Jr., a brother of our subject, is also a member of the firm. They have attractive offices in the Board of Trade building, where as general agents for the state they represent the National Union Fire Insurance Company of Pittsburg, Pennsylvania; the People's National Fire Insurance Company of Philadelphia; the General Accident Insurance Company of Scotland; the Western Fire Insurance Company of Pittsburg; and Oregon Surety & Casualty Company of Portland. They are young men who have thoroughly informed themselves on every phase of the branches of insurance which they handle, and in enlarging the scope of their activities, their intelligently directed efforts have produced substantial results. It was Frank E. Dooly who acquired the first fire insurance general agency

commission contract for the Pacific northwest, heretofore exclusively held by and operated through San Francisco.

Frank E. Dooly has, moreover, become widely known through other business connections. He is vice president and one of the directors of the Hibernia Savings Bank, of Portland; is treasurer of the Oregon Fruit Packing Company, of Portland and Salem; and is interested in several realty companies that are opening and developing new residence tracts. He is individually the owner of several valuable business blocks, and his investments have been most judiciously placed, bringing him a gratifying financial return.

Mr. Dooly has enjoyed pleasant home surroundings since his marriage in February, 1901, to Miss Ida Florence Skinner, a daughter of the late Peter N. Skinner, of Newberg. He is a member of the cathedral parish, holds charter enrollment with the Knights of Columbus, and is a member of the Arlington Club. It is a noticeable fact that it is young men who are the builders and promoters of the northwest and the managers of the leading business enterprises of this section of the country, and among such Frank E. Dooly deserves prominent and honorable mention.

GEORGE W. HOYT.

George W. Hoyt is numbered among the representatives of financial interests in Portland, for he is now cashier of the Merchants National Bank. He has won his present enviable position through merit, having been promoted through intermediate positions since entering the bank in October, 1892, as bookkeeper. Portland is his native city, and the date of his birth is October 15, 1866. His father, Captain George W. Hoyt, is mentioned elsewhere in this volume. He was educated in the public schools and was graduated from the Portland high school. He then devoted six years to the wholesale drug business, acting as city salesman for the firm of Snell, Heitshu & Woodard. This brought him a wide acquaintance, and from his early connection with business interests, he has been numbered among the popular young business men of Portland. In October, 1892, he secured the position of bookkeeper in the Merchants National Bank, and has gradually been advanced from one position to another of larger responsibility until in January, 1910, he was elected cashier. He is also one of the bank directors.

In November, 1893, in Portland, Mr. Hoyt was married to Miss Pearl M. Shaver, a daughter of George W. Shaver, of this city, and they have two children: Martha Shaver, thirteen years of age; and George W., Jr., a little lad of four years. The parents are communicants of the Episcopal church, and Mr. Hoyt belongs also to Willamette Lodge No. 2, A. F. & A. M., and to the Elks lodge. He is also a life member of the Multnomah Club and a member of the Commercial and Arlington Clubs. His political allegiance is given to the republican party, and while he indorses its principles as elements which in his opinion are most conducive to good government, he has no ambition for office holding, preferring that his efforts shall be put forth in the broad field of business, wherein he is making a creditable name for himself.

DELMER SHAVER.

Delmer Shaver, president of the Shaver Transportation Company, is one of Portland's native sons, his birth having occurred on the 31st of December, 1866, at the old family home between Crosby and Larrabee, Cherry and Broadway. His father, George W. Shaver, crossed the plains in 1857, settling first at Waldo Hills, after which he came to Portland about 1860. For many years he was

here engaged in the wood business, supplying the steamers in early years with their fuel and afterward conducting a wood yard. He also had a large orchard on the banks of the river near his home, and was among the early horticulturists of the region. In later life he turned his attention to steamboating, with which business he was connected up to his death, which occurred in October, 1900, at the age of sixty-seven years. In the early days he held some city offices and was a prominent and influential resident of the community. He married Sarah Dixon, who made the long trip across the plains to Oregon in 1852, at which time her father, James Dixon, located with his family at Roseburg. Mrs. Shaver also died at the old home, passing away in 1909 at the age of seventy-three years. They were married in Portland, February 12, 1854, and had ten children, of whom four sons and three daughters are living.

At the usual age, Delmer Shaver entered the public schools of Portland, and afterward continued his education in the Columbia Commercial College, from which he was graduated with the class of 1886. His school days over, he devoted one year to the wood business and then became connected with steamboat interests in association with his brothers J. W. and George M. Shaver. He has since continued in this line of business, and has been president of the Shaver Transportation Company since the death of his father in 1900. For many years they operated steamboats in the passenger service, but are now exclusively in the towing business. They own and operate seven boats, and are one of the leading concerns of the kind in Portland, the extensive shipping interests at this point giving them excellent opportunity to conduct a business of this character. Delmer Shaver is also interested in the Clatskine Transportation Company, conducting a passenger steamship business.

On the 15th of August, 1889, Mr. Shaver was united in marriage in Portland to Miss Nellie A. McDuffee, a daughter of John McDuffee, of Iowa, and unto this union has been born one son, James Delmer, born December 27, 1903. The family residence is at No. 360 Vancouver avenue.

Mr. Shaver is a member of the Woodmen of the World, belonging to Camp No. 65. He also holds membership in the Hassalo Street Congregational church, which he joined in 1908. He is now president of its executive board. In his business affairs he has made steady progress, his capable management and indefatigable industry constituting the basis upon which he has builded his prosperity. He seems to know just when and where to put forth effort to the best advantage, and as the years go by he is steadily forging ahead, his labors being attended with excellent results.

C. MINSINGER.

C. Minsinger, founder and president of the Star Sand Company of Portland, in which connection he has developed an enterprise of importance to the community as well as a source of substantial profit to himself, was born in Pittsburg, Pennsylvania, October 16, 1855, and is a son of Gotlieb and Caroline (Eichleay) Minsinger. The father, a native of Germany, was brought to this country when only four years of age and after rearing a family of seven sons and three daughters, all of whom are living in Pittsburg with the exception of the subject of this review, he passed away at the ripe old age of eighty-four years. He was one of the oldest and most successful teamsters of Pittsburg. For many years he engaged in dealing in sand and gravel there and made that undertaking one of the most important and profitable industries of the city. His widow still resides in Pittsburg at the advanced age of eighty-three years.

C. Minsinger of this review acquired his education in the schools of Pittsburg and was also graduated with honor from Duff's College, one of the oldest of the city. For several years, or until about 1876, he worked for his father and gained a knowledge of the line of business in which he is now engaged. In 1876,



C. MINSINGER



however, he went to Japan with a cargo of Kentucky horses for the Japanese government. His trip to the Orient was most interesting, giving him clear insight into the little people of that kingdom. Following his return to America he organized the Star Sand Company of Pittsburg and afterward in connection with others organized the Iron City Sand Company, in the incorporation of which was merged the Star Sand Company and the Monongahela Company. The Iron City Sand Company is still in existence in Pittsburg and Mr. Minsinger remains as one of its stockholders. It is a very prosperous business, having been established upon a safe foundation, while modern business methods were employed in the management.

The opportunities of the west attracted Mr. Minsinger in July, 1889. At this date he arrived in Portland and organized the Star Sand Company of this city, of which he is the president. For twenty-one years he has been at the head of the business which has developed along substantial lines and is one of the most important industries of this character in the northwest. He is also well known as an importer of horses and has brought to this country a number of Belgium horses that have been prize winners at the Portland fairs and other fairs in this section of the country. He is the owner of an excellent stock farm on Sandy road, thirty miles east of Portland.

In 1891 Mr. Minsinger was united in marriage to Miss Caroline Bunton, of Pittsburg, Pennsylvania, a daughter of William and Caroline Bunton. Her father was a noted boat builder of Pittsburg, whose fame in that connection has gone abroad throughout the entire country. Mr. and Mrs. Minsinger have two daughters, Edna Irene and Helen B.

The parents are members of the First Presbyterian church and Mr. Minsinger is a prominent Mason, having attained the thirty-second degree of the Scottish Rite. He is also a popular member of the Independent Order of Odd Fellows and of the Elks lodge and holds membership in the Multnomah Club. Social qualities render him popular, while business ability has gained him prominence. His powers of organization and his executive force have enabled him to develop a business of extensive proportions and his record is not only written in terms of success but also in terms of enterprise, energy and perseverance. At a source of recreation he enjoys driving and shooting.

BENJAMIN W. POWELL.

Among the veterans of the Civil war who did valiant service for the Union and later settled on the Pacific coast, is Benjamin W. Powell of Portland. He is a son of George W. and Margaret (Miller) Powell, and was born in De Kalb county, Indiana, March 9, 1844. He comes of good American ancestry. His grandfather, Benjamin Powell, served in the war of 1812, and was wounded at the battle of Sackett's Harbor. The father was a farmer and served as first justice of the peace of Fairfield township, De Kalb county. His brother, John G. Powell, was a member of the One Hundredth Indiana Volunteers, and died in service at Vicksburg, Mississippi.

Benjamin W. Powell was reared on a farm and educated in the common schools. Shortly after he had passed his seventeenth year, the early battles of the Civil war created intense excitement all over the country and, like thousands of patriotic young men in the north, he responded to President Lincoln's call to arms, and at Toledo, Ohio, on the 22d of August, 1861, he enlisted to serve three years, or during the war. He was mustered into the United States service at Toledo as a private of Captain Jacob W. Brown's Company C, Fourteenth Regiment Ohio Volunteer Infantry, Colonel James B. Steadman commanding. In the winter of 1861-62 he was sent to a hospital at Lexington, Kentucky, and when able to be forwarded, he rejoined his regiment at Mill Springs,

Kentucky, and from there was sent to a hospital at Louisville, was granted a furlough and returned home, receiving an honorable discharge on the 1st of April, 1862, by reason of disability. He reenlisted at Indianapolis, Indiana, on the 19th of August, 1862, for another term of three years, or during the war, and was mustered in as a private of Captain Carl C. Kingsbury's Company C, Seventy-fourth Regiment Indiana Volunteer Infantry, which was commanded by Colonel Charles W. Chapman. The regiment proceeded to Indianapolis, where eight companies were mustered into the service August 21, 1862, and at once moved to Louisville, Kentucky. From this point the regiment went to Bowling Green, Kentucky, where it remained until September 5, and then returned to Louisville. On the 1st of October it marched with the Second Brigade, First Division, Army of the Ohio, in pursuit of General Bragg, and his command participated in that campaign and in the battle of Perryville or Chaplin Hills, Kentucky. Companies C and K joined the regiment at Castillian Springs, Tennessee, December 4, 1862, thus making the organization complete. December 7 it aided in driving Morgan's force across the Cumberland river at Hartsville and on the 25th marched northward, overtaking the enemy December 30 and driving them across the Rolling Fork of Salt river. The regiment was now assigned to the Second Brigade, Third Division, Fourteenth Corps, Army of the Cumberland, and participated in the following engagements: Stone River, or Murfreesboro, and Hoover's Gap, Tennessee; Dug Gap, Chickamauga, Georgia; Chattanooga, Lookout Mountain and Missionary Ridge, Tennessee; Buzzard Roost, or Tunnel Hill, Resaca, Rome, Dallas, or New Hope Church, Kennesaw Mountain, Lost Mountain, Chattahoochee River, Peach Tree Creek, the siege of Atlanta, Jonesboro, Lovejoy Station, the march to the sea and Savannah, Georgia; Averasboro and Bentonville, North Carolina; and a number of minor engagements. April 30, 1865, the regiment started for Washington, D. C., encamping near Richmond, Virginia, and arriving at the national capital May 19, where it participated in the grand review on the 24th and remained there until June 9, when it was mustered out of service. Private Powell was slightly wounded several times, but did not leave his regiment. With two companies of the Seventy-fourth Indiana he was captured at Mumfordsville, Kentucky, September 17, 1862, the detachment having been surrounded by the enemy. He was paroled on the field, given thirty days' furlough and went home. At the expiration of the furlough he reported to the provost marshal and was sent to the Soldiers Home at Indianapolis, thence to the hospital and when convalescent was granted a furlough and returned home. He rejoined his regiment, having in the meantime been exchanged. These two companies, C and K, were left at Indianapolis to fill up their ranks and complete their organization, starting on the 27th of August for Bowling Green, Kentucky, to join the regiment, but were stopped at Mumfordsville on the 30th to assist in the defense of that place. On the 14th of September the companies took part in an engagement at that place until compelled to surrender after a gallant defense against greatly superior numbers on the 17th of September, 1862. The companies were exchanged November 17th and rejoined the regiment December 4th. In addition to engagements at Mumfordsville, Kentucky, Private Powell bore a gallant part in all other engagements of his regiment, beginning with Missionary Ridge, Tennessee, and he rendered faithful and meritorious service throughout the time of his enlistment. He received an honorable discharge at Washington, D. C., on the 9th day of March, 1865, by reason of the close of the war.

After the expiration of his military service, Mr. Powell engaged in his duties as a private citizen and later studied law, being admitted to the bar in Nebraska in 1881. Soon afterward he became, by appointment, judge of the county court of Colfax county, Nebraska. For seven years from 1884 he lived at Medford, Oregon, and was city recorder there, holding that position until he resigned in 1889. He was the first city attorney of Castle Rock, Washington, and for five years served as a member of its city council and also for six years filled the

office of justice of the peace of Castle Rock, which he resigned in August, 1907, to remove to Portland, where he has since made his home.

In 1871 Mr. Powell was united in marriage to Miss Alice G. Wade, at Butler county, Nebraska, and unto them one daughter was born, Estella, now living at Govan, Washington. On the 5th of December, 1900, at Baltimore, Maryland, Mr. Powell was married to Miss Carrie Koehler. Two sons bless this union, Benjamin Russell and Binger W., the elder being born March 20, 1902, and the younger May 9, 1905.

Mr. Powell is a man of strong individuality, and although he did not begin the practice of law until middle life, he threw so much energy into his work that he has attained success as an attorney and even surpassed many who started earlier in the race, with advantages of college and technical training. Energy, perseverance and determination have accomplished for him what they will accomplish for any ambitious man, if properly directed. Mr. Powell is a member of General Compson Post No. 22, Department of Oregon, Grand Army of the Republic, and also of the Independent Order of Odd Fellows, and has many friends in the northwest who admire him for his manly qualities.

GEORGE W. WILCOX.

Farming and merchandising have claimed the attention of George W. Wilcox, but at the present time he is living retired in Portland. The initial page of his life record was written December 26, 1831, on which day he was born in Putnam county, Ohio, his parents being Joel and Sarah Wilcox. The father was a farmer who settled in Putnam county, Ohio, during the pioneer epoch in its history. Again he became identified with pioneer life on his removal to the Pacific coast in 1847. The difficulties of travel at that time cannot be realized at the present day, nor the unsettled condition of the country. Both the father and mother died of fever at Vancouver, Washington, soon after their arrival.

George W. Wilcox was a pupil in the district schools of his native county in his youthful days and afterward assisted his father in the farm work until 1847, when the family started westward, leaving their Ohio home in March. Ox teams drew the heavy wagons over the prairies of the Mississippi valley, the long stretches of hot sand that constitute the desert and over the mountains of the Cascade range. Only a few families left Ohio at that time, but many others joined the train in Missouri and about nine months were consumed in making the trip. The first winter was spent in the vicinity of Vancouver, and in the spring a removal was made to a point near Salem, Oregon. Both parents died of mountain fever, and George W. Wilcox became ill of the same disease and did not regain his health for about a year. He worked for his brother-in-law, who came to the northwest in the same train, remaining in his employ until 1852, when he was old enough to get land of his own. He then bought out his brother-in-law and became the owner of six hundred and forty acres, but found that the place was not healthful, and he vacated it after living thereon for about a year. At that time he took up his abode near Forest Grove, and later he made his way to the coast, where he continued for about eighteen months. His health had become much impaired, but he was greatly improved by his sojourn by the ocean.

Mr. Wilcox then returned to Washington county, Oregon, and on the 1st of February, 1856, was married. Subsequently he purchased a tract of land near Forest Grove, which he owned and occupied for eight years, when he sold out and settled upon a farm only two miles from the city, renting that place. After about two years, he removed to Polk county, Oregon, where he purchased land and bought a sawmill, which he operated for three years. On disposing of that property he returned to the vicinity of Forest Grove, where he again cultivated

rented land and later purchased a place, making his home thereon for fifteen years, during which period he followed farming. He then sold out and removed to Portland, opening a grocery store on Union avenue, which he carried on for a year, when ill health caused him to dispose of his stock. He has since lived retired, but is yet the owner of one hundred and sixty acres of land in Morrow county, Oregon, which he secured as a homestead. Throughout his life he has made good use of his time and opportunities, diligently carrying on business unless prevented by the condition of his health. As the years have gone by, he has won a substantial measure of prosperity, enabling him to provide his family with the comforts of life.

Mr. Wilcox wedded Miss Mary E. Dickson, a daughter of Joshua and Mary E. (Lewis) Dickson, who were pioneers of Oregon of 1845. Her father was born in Tennessee and her mother in Kentucky, and in the latter state they were married. They came over the plains in 1845 and settled near Forest Grove, where both died. Unto Mr. and Mrs. Wilcox were born nine children: John E., now deceased, married Miss Ellen Newvill, and they had two children: Belle, who is the wife of Elmer Shields and has five children—Irma, Ivan, Hugh, Wanda and Carl; and Mattie, who married George Shields and has a daughter, Helen. Alice, who has also passed away, was the wife of Frank Baker and had three children—Lulu, Rosie and Mellie, the first named being now Mrs. Williamson and has five children. William J., the third of the family, is deceased. Jacob is a farmer of Wheeler county, Oregon. Tracy, also living in Wheeler county, married Eva Lang. Isaiah C., who wedded Nora Dickey, is deceased. Sarah E. is the wife of M. R. Van Horn of Portland, and they have five children: Charles, Leroy, Laura, Ernest and Lloyd. Minnie has departed this life. Felix M., the youngest of the family, is living at Walla Walla, Washington. He married Laura Everest and has one child, Veda.

Mr. Wilcox has long been a stalwart republican, but aside from some minor offices, has never served in political positions. He is a member of the Methodist church, and its teachings have been the guiding principle of his life. He has always endeavored to live peaceably with his fellowmen, to deal honorably in business and to faithfully perform the duties of citizenship and regard home ties. At the age of seventy-nine years, he receives the veneration and respect which should ever be accorded to a long and well spent life.

THOMAS J. MONAHAN.

Thomas J. Monahan, postmaster of St. Johns and for many years connected with the Portland Light & Power Company, is a native of Schuylkill county, Pennsylvania, born January 27, 1854, and when a boy of eleven years, removed with his parents, Patrick and Rose (Macken) Monahan, to Nodaway county, Missouri, where the family settled upon a farm. He received his education in the public schools of Pennsylvania, and had little opportunity later to add to his school knowledge. The little farm of forty acres, which was located forty miles from St. Joseph, Missouri, did not pay very well in that early day and as the means of the family were limited, the son sought employment from neighboring farmers. He was hired by John Moffit, of Nine Hickories, Missouri, and his first wage was ten dollars a month and board, continuing through two seasons. A goodly share of this money went toward the support of the family. He next entered the employ of John Maharry of West Point, Worth county, Missouri, where he also received ten dollars a month and continued for two seasons. By means of odd jobs at different times he acquired a little capital. One of these excursions into the realm of money making consisted of delivering a drove of hogs at a point forty miles distant, the trip requiring seventeen days. The boy was then only fifteen years of age. He next went to work for the

Chicago & Southwestern Railroad in the construction of its line and received twenty-five dollars per month. Being fairly started on a successful business career, after awhile he returned to his Missouri home and entered the employ of C. D. Lyman, where he learned blacksmithing, horseshoeing and wagon-making, becoming quite an expert in these various departments. In 1872 he purchased an interest in the shop, and in the same year married the daughter of the proprietor.

In 1875 Mr. Monahan had the opportunity of visiting portions of the west which he had not seen, as traveling salesman for C. D. Blodgett, who manufactured tire shrinkers. He returned once more to the home farm, but in 1881, becoming convinced that he could improve his finances by setting his face westward, he came direct to Portland, and since that time has been identified with the northwest. In 1882 he went to St. Johns and for over twenty-one years was connected with the Willamette Bridge & Railroad Company, and different mergers which has since been merged into the Portland Light & Power Company. He began as rodman on the engineering corps and later he was conductor on the first car that entered St. Johns. This car was operated by a steam motor. He continued as conductor on the line until 1896, but has ever since been connected with the Portland Light & Power Company and has been post-master of St. Johns since the 21st of July, 1910.

In 1872 Mr. Monahan was united in marriage to Miss Julia Lyman, of Gentry county, Missouri. They have had seven children, of whom three are living: W. H.; E. F., and Viola Belle, the wife of C. H. Thayer. Mr. Monahan has been actively interested in affairs of the city and was a member of the first city council of St. Johns in 1902 and 1904. He is a member of the Modern Woodmen of America, of the Independent Order of Odd Fellows, and is a trustee of the United Evangelical church. In political affiliations he is identified with the republican party. While he has seen many ups and downs in life, he has never lost faith in ultimate victory, and he has the confidence and respect of many friends and acquaintances, and has fairly earned the honors which have come to him in recent years.

JOHN M. PITTENGER.

John M. Pittenger, who was attracted to Oregon from the east more than thirty years ago, and for some years past has been actively identified with the real-estate interests of Portland, first saw the light of day at Spencer, Medina county, Ohio, August 18, 1855. He is a son of John S. and Mary (Garver) Pittenger. He grew up amid favorable surroundings and received a good common-school education, after which he became a student at Oberlin College, Ohio, but did not graduate. At the age of eighteen years, desiring to be self-supporting, he began as a school teacher and for several years taught in Ohio and Michigan. By reading and inquiry, Mr. Pittenger reached the conclusion that Oregon presented an inviting field and at twenty-three years of age, in 1878, he came to this state and entered upon the study of law. From 1880 to 1882 he acted as deputy district attorney under Judge J. F. Caples. Later he pursued his studies in the Oregon Law School, from which he was graduated in 1886, with the degree of LL. B., and is today the only living representative of the first law class of the State University of Oregon. After practicing for a short time, he became interested in financial matters, and was one of the organizers of the Bank of Albina, being connected with this institution until 1893. Previous to this time he had acted as justice of the peace of lower Albina. He was a member of the commission that built the Burnside bridge and has been prominently connected with many other improvements in this vicinity. The real-estate and insurance business has claimed a large share of his time during recent years.

On June 15, 1887, Mr. Pittenger was united in marriage to Miss Hermine C. Kraeft, a daughter of John and Caroline Kraeft, who have been residents of Oregon since 1880. Coming to this state almost a generation ago, when the country was much more thinly settled than at the present time, Mr. Pittenger has witnessed many remarkable changes and has assisted materially in the transformation. He is a member of Crescent Lodge No. 10, A. O. U. W., and also of the Rose City Camp, Woodmen of the World. The fraternal principles of those orders find in a man of his genial temperament a ready response. Having had varied experiences in life, Mr. Pittenger years ago learned to take a broad view of man, his duties and responsibilities, believing that in the end we all get what we earn and that true success in life belongs only to him who deserves it.

WILLIAM LIND.

William Lind, a well known grading contractor of Portland, was born in the state of Saratof, Russia, December 7, 1866. His parents were Jacob and Catherine (Altergott) Lind, members of a German colony, which was established over one hundred and fifty years ago by Catherine II, empress of Russia. Catherine was a German princess, a daughter of the Prince of Anhalt-Zerbst, who was also a Russian field marshal and governor of Stettin. At sixteen years of age his daughter was united in marriage to Peter III, czar of Russia, and by her request a number of German families were established in Russia under the condition that the young men would be exempt from military duty for a specified period. Her husband being assassinated, Catherine ruled as empress of Russia for thirty-four years. Her reign was remarkable for the rapid increase of Russian power. She always treated the German colony with great kindness.

William Lind remained with his parents until he was nineteen years of age. He received his education in the public schools, and then learned the flouring mill business, becoming first assistant foreman and later general foreman of the mill. At the age of nineteen, in 1885, he came to America, and after spending about a month in New York city, he traveled westward as far as Denver, where he remained for about eight months. Since 1886 he has been a resident of Portland. He began in this city in the employ of paving contractors but in 1887 was connected with the Portland Flouring Mills. In 1888 he became permanently identified with the contracting business and was in charge of the first hydraulic work that was ever done in Portland, this being on Russell street eight or nine years ago. He successfully handled the contract for the big cut running from the Willamette to the Columbia rivers. This work was done for the Great Northern Railroad, and was a very large undertaking, being all laid in hydraulic cement. He has done a large amount of bridge and road work in Clarke county, Washington, and in other localities, and is known as one of the responsible contractors of the city. He is now engaged in the construction of the Riverside sewer district, one of the largest projects of its kind in the north-west. He is one of the organizers, principal stockholders, secretary and treasurer of the Pacific Coast Westonmite Company, introducing extensively the new and modern Westonmite paving, which is being demonstrated to be the most perfect paving yet devised.

In May, 1886, Mr. Lind was united in marriage to Miss Anna Schmeer, a daughter of Adam and Liza (Green) Schmeer, who were members of the same colony in Russia as Mr. Lind. Nine children were born to the union: William, Samuel, John, Philip, George, Daniel, Wilbert, Catherine and Jennie.

Mr. and Mrs. Lind are both active members of the Congregational church and he is a member of the Herman Söhne, a Germany society of this city. He resides in a beautiful home in Irvington, where, in the midst of his family and surrounded by his friends, he enjoys the fruits of many years of toil. He is



WILLIAM LIND



one of the active and progressive men of western Oregon. He belongs distinctively to the type of men that "find a way or make it" wherever they are known. It would be difficult to conceive of a situation where such men would not succeed. Coming to America just as he was entering into manhood, he wisely selected as his theater of operations a new country teeming with possibilities and responsive to the touch of energy and readily yielding its resources to the hand of man. His early dreams of freedom and prosperity have here largely been realized, and as the head of a promising family, he is recognized as one of the envied citizens of an intelligent community. This position he has honestly attained through the old-fashioned application of industry and perseverance, and easily he bears his honors as one of the able representative employers of the city. As a recreation, he devotes his leisure time mainly to automobiling. He has been a republican in politics since 1896, previous to which he was affiliated with the democratic party.

OLIVER CLAY.

Portland has especially honored her pioneers for all times in naming many of her streets for them. The thoroughfares of the older sections of the city nearly all bear the name of one who came here in early days and was closely associated with the substantial progress and upbuilding of the city. Among this number was Oliver Clay, who was born in Massillon, Ohio, on the 30th of March, 1827. His parents, Isaac and Mary Clay, were Quaker people and the Clay family was founded in America by ancestors who came from England during an early period in the colonization of the new world. Both Isaac and Mary Clay departed this life in Ohio.

Oliver Clay pursued his education in the public schools of Massillon, and his first work in providing for his own support was on a farm. He later turned his attention to the livestock business and engaged in raising fancy stock. His people were all prominent farmers of Ohio, who carried on business on an extensive scale. Continuing his residence in the Buckeye state until thirty-two years of age, Oliver Clay then came to Oregon in 1859, arriving here in the month of January. He had made the journey by the water route and the isthmus of Panama, bringing with him his wife and two children. Misfortune, however, overtook them in the loss of all their goods, which were shipped on the next boat that started from Panama after they sailed. The boat on which the goods were sent, however, went down. Believing that he could do better in Oregon than in California, Mr. Clay made his way to this state and purchased a farm in Washington county, where the town of Reedville now stands. There he lived for about nine years, or until 1868, when he sold out and came to Portland. He was engaged in teaming for a time in this city and later turned his attention to the livery business, conducting a barn at the corner of Front and Jefferson streets. There was a good demand for the horses and vehicles which he had for hire and he continued successfully in the business until, with a comfortable competence, he retired to private life about 1890.

It was on the 1st of November, 1854, in Canton, Ohio, that Mr. Clay was united in marriage to Miss Jane A. Elliott, a daughter of Isaac and Anne (Bowman) Elliott. Mrs. Clay was born in Randolph, Ohio, June 11, 1833, and by her marriage became the mother of six children. Olive, born in Ohio, August 7, 1855, was married September 1, 1874, to George E. Watkins, and they became the parents of two children: Frank E., who was born September 20, 1877, and married Helen Chambreau; and Grace E., born May 29, 1880, who is the wife of Dr. George B. Story and has one son, George Watkins Story. Oscar I. Clay, the second member of the family, was born in Ohio, June 8, 1858, and died October 11, 1888. He was commercial editor of the Oregonian for a num-

ber of years and edited the Oregon Amateur, being the first amateur editor in Oregon. Harry M. Clay, born May 29, 1860, was the first child of the family born in this state. His death occurred May 30, 1898. He was married on the 25th of September, 1884, to Miss Olive Butler, and at his death left two children, Frances A. and Hazel D. The former, who was born June 4, 1888, is the wife of James W. Pomeroy and has one child, Clay J. Hazel D. was born September 10, 1893. Edwin P. Clay, the fourth member of the family, was born March 14, 1865, and on the 26th of December, 1888, was married to Miss Edith C. Thomas of Olex, Oregon. He is now located at Forsyth, Montana, where he is engaged in the stock business. Alice A. Clay, born January 8, 1867, was married April 8, 1886, to Arthur S. Gibbs, who was born at Hillsdale, Michigan, April 23, 1857, and came to Portland in 1883. Here he was cashier and local treasurer for the Pacific Coast Company and was always connected with railway interests up to the time of his death, which occurred August 6, 1902. Mr. Gibbs and all of the members of the Clay family who have passed away have been laid to rest in Riverview cemetery. Unto Mr. and Mrs. Gibbs were born two children: Leon C., born February 12, 1887; and Arthur E., June 25, 1896. Achsah B., the sixth member of the Clay family, was born May 22, 1871, and died March 20, 1873.

Mr. and Mrs. Clay on coming to Portland established their home on Sixth street near Madison. Later they removed to the corner of Third and Madison and after five years took up their abode at the corner of Thirteenth and Market streets, purchasing a lot one hundred feet square. A small house was standing there and they occupied it until a larger residence was erected, Mr. Clay living there up to the time of his death. He was always a republican, but would never hold office. Both he and his wife were members of the Methodist church on Taylor street, and their many substantial qualities gained for them the kindly regard of all who knew them. Mr. Clay passed away December 4, 1900. He had survived his wife for only about a year, her death having occurred on the 5th of November, 1899. Both were laid to rest in Riverview cemetery. They were widely known by the old residents of Portland. Mr. Clay's activity in business, his faithfulness in the church, and his loyalty in citizenship gained him a firm hold on the friendship and regard of those who knew him, and Clay street, one of the principal thoroughfares of the older district of the city, was named in his honor.

HON. GEORGE CLAYTON BROWNELL.

Few men in the state of Oregon have attained a more honorable record than Hon. George C. Brownell, a prominent attorney of Oregon City, and a man whose services in behalf of the state may be said to have marked an era in the annals of Oregon. The effect of legislation which he introduced in the general assembly of the state will be felt for many years to come, and an examination of his public acts indicates that many of the measures he favored are those that are being fought for by friends of progress in other states of the Union.

Mr. Brownell was born at Willsboro, New York, August 10, 1858. He is a son of Ambrose and Annie (Smith) Brownell, the family being of English ancestry and among the early colonists of New England. Ambrose Brownell was a native of Essex county, New York, but removed to Columbia county of the same state, where he continued until his death. He was a soldier in the Civil war, fighting for the Union as a member of Company F, One Hundred and Eighteenth New York Infantry. The regiment took part in many engagements in Virginia and at one time he was severely wounded. His wife was a native of Addison county, Vermont.

After the usual course of study in the public schools and academy, George C. Brownell entered upon the study of law in the office of Hon. Charles L.

Beale, a member of congress of Hudson, New York, and in Albany in 1880, at the age of twenty-two years he was admitted to the bar. He practiced for a time at Frankfort, Kansas, and also served as mayor of the town from 1884 to 1885. In January, 1886, he removed to Ness City, Kansas, and soon afterward was appointed attorney for the Denver, Memphis & Atlantic Railroad, extending from Chetopa, Kansas, to Pueblo, Colorado. For two years he served as county attorney of Ness county, Kansas, but, although he had made an admirable start in his profession and had acquired a good reputation as a practicing attorney throughout a wide region in the Sunflower state, he could not resist a call that came from the northwest, and in June, 1891, he took up his residence in Oregon City, where he has since made his home.

It required a very short time for Mr. Brownell to become recognized among his brethren at the bar as a good lawyer and one who was destined to attain prominence in his profession. His business increased rapidly and his clients are among the leaders in all lines of business in western Oregon. He has all his life been a supporter of the principles of the republican party, and in 1892 was a nominee of the party for state senator. Under the law of the state, however, he was obliged to decline the honor at that time, as he had been a resident of Oregon for less than a year. He was made chairman of the delegation from the county convention to the state convention and was chairman of the republican central committee of Clackamas county during the campaign of 1892. In 1894 he was nominated by acclamation as state senator, an office which he occupied for three terms of four years each, extending over a period of twelve years. In the special session of 1898 he was chosen by his party caucus to present the name of Hon. Joseph Simon to the joint assembly as the candidate for United States senator. In 1900 he received the unanimous indorsement of the republicans of Clackamas county for member of congress. During the session of the state legislature in 1901, when the hope of electing a senator was almost abandoned, Mr. Brownell presented the name of John H. Mitchell, who was elected to the office. He also succeeded in the session of 1903-4 in securing the election of Hon. C. W. Fulton to the United States senatorship, full credit for this act being given him by Senator Fulton in a speech which he made immediately after the deciding ballot had been cast.

As a hard-working member of the state senate, Mr. Brownell was instrumental in framing much legislation which has been of great value to the state. He introduced a resolution for an amendment to the state constitution, providing for the initiative and referendum. This measure was brought forward in the session of 1901, and through Mr. Brownell's efforts, seconded by the votes of many members of both houses, the resolution was adopted and later was submitted to the vote of the people, and it was confirmed by popular suffrage, thus providing a means for the passage of the primary law, giving the people of Oregon the power to nominate their state officers without the aid of state or county conventions and also to elect United States senators by popular vote. Mr. Brownell was also author of the law providing that supervisors may be elected instead of being appointed; of a bill exempting to every laboring man who is the head of a family thirty days' wages from attachment and execution for debt and other measures of state-wide importance. At each session he introduced a bill authorizing the calling of a constitutional convention to revise the organic law of the state and secured the passage of the bill through the senate in 1901, but in the house it was defeated by two votes. He was the author of a bill to elect precinct assessors instead of county assessors, and succeeded in securing the passage of this act in the senate, but it was defeated in the house by a very small majority. He introduced a resolution calling for the appointment of a committee to investigate the school funds of the state, and was made chairman of the committee which later reported a shortage of thirty thousand in the school funds and stopped abuses which threatened to dissipate

the money that should be used for educational purposes. Mr. Brownell was president of the senate in 1902, 1903 and 1904, and continued as a member until 1906, since which time he has devoted his attention mainly to the practice of law. While acting as presiding officer of the senate, by a unanimous vote of both houses of the legislature, he was selected to deliver the address of welcome to President Roosevelt on the occasion of the president's visit to Oregon May 22, 1903. This was a distinguished honor. The address is an eloquent and beautiful tribute not only to the chief executive of the nation, but to the spirit of the people, whose representatives voiced their sentiments through the presiding officer of the highest legislative body in the state. The address is as follows:

"In behalf of the legislative assembly of the state of Oregon, we welcome you to this state. I know that I express the welcome of each member of both houses of our legislative assembly, irrespective of political creed. We welcome you as president and chief executive of the greatest people and greatest country in the civilized world. We welcome you also because we believe you stand for the highest ideals of American citizenship.

"We welcome you because we believe that in your personality you represent more strongly than any other public character in America the energy, the pushing and progressive spirit of all Americans.

"We welcome you because we believe that you represent and stand for the high and legitimate claims of labor and capital to unite without repression from either in the upbuilding and development of the material resources of this republic.

"We welcome you because we feel that we can see in you that same spirit that has been illustrated so many times by our fathers in this, that wherever we go as a people, wherever we stand, we stand for the right and a higher civilization; and 'wherever our flag is put, there it shall stay put.'

"We welcome you because we believe that you stand for the idea that a nation or a people can never stand still, that they must go forward and upward or else the race will retrograde.

"We welcome you because we believe that whatever problems we as a people have to meet, whether they be in the coal fields of Pennsylvania or on the Pacific sea or in the Orient, that you will meet them as the chief magistrate of this country in a spirit of high liberal statesmanship, all the time governed with the idea that what is right for us to have, that we shall have.

"And again, I assume the responsibility here of welcoming you in behalf of the Second Oregon Regiment of Volunteers who served eight thousand miles across the sea in the Philippine Islands to uphold the same flag that was so upheld by you and those under you on that July day on San Juan Hill."

On the 28th of September, 1876, at Rockland, Massachusetts, Mr. Brownell was united in marriage to Miss Ahma C. Lan. Two sons have been born to them, Howard and Ambrose. Mrs. Brownell is a member of the Presbyterian church, and Mr. Brownell is connected with a number of fraternal organizations, among them the Knights of Pythias, the Benevolent and Protective Order of Elks, the Improved Order of Red Men, the Knights of the Maccabees, the Woodmen of the World and the Ancient Order of United Workmen. As is to be clearly seen by even a cursory glance at the salient points in the career of Mr. Brownell, he is a man of determined character. He is also the happy possessor of great resources within himself, which he can marshal when occasion offers. He is a live factor in the community and whatever his hands find to do he does with all his might. As a lawyer he has proven to be a safe counsellor, an able pleader and in the courtroom an opponent who gains the respect even of his bitterest adversary. He is a clear and forcible speaker, and has a mind well stored not only with lore gathered from law books, but with facts gleaned from the great fields of literature which have been his recreation and

delight. He is diligent in his profession, active in pursuit of truth, and always lends a willing ear to calls upon his time or service, even when there is no expectation of pecuniary reward. He has earned the place he occupies as a citizen whose record is a complete refutation of the claim that all men have their price and that no man can engage in public life for a series of years and retire with an unsullied reputation.

TOM PHOCION RANDALL.

Tom Phocion Randall, postmaster of Oregon City, was born in that city November 22, 1863, a son of Noble Warren and Susannah Randall. His father, who was a native of Ohio, was born in 1825 and came to Oregon over the trail in 1852. He lived for many years in Oregon City and Clackamas county and occupied many public offices of trust. He was a man of high character and many noble impulses, and was one of the most popular citizens in this part of the state. He died on the 30th of May, 1890. Mrs. Randall was a native of Kentucky, where she was born in 1831. She survived her husband for fifteen years, and was called to rest after a long life of usefulness in 1905.

The subject of our review was reared under highly favorable auspices and was educated in the public schools of Oregon City and at the Portland Business College. After leaving school he was for some time in the employ of the Milwaukie Flouring Mills of Milwaukie, Oregon, as bookkeeper. Giving up that position, he entered the real-estate business with Thomas F. Ryan in Oregon City and there gained a thorough knowledge of a line which is one of the necessary elements in the growth of any city. He became a member of the Oregon City Transportation Company, and for five years acted as purser of the company. Like his father, he possesses the traits which are essential to those who succeed in public life, and it required no special effort on his part to gain a seat in the city council, over which body he presided during the years 1891, 1892 and 1893. In 1898 he again was elected to office, this time as county recorder, in which position he served with general acceptance for two terms. In 1903 he was appointed postmaster, and in 1907 was reappointed to the same office, having shown a capability which was greatly appreciated by the business men and citizens generally. He has been a lifelong republican, and is an ardent supporter of the principles of the party.

On the 5th of November, 1895, Mr. Randall was united in marriage to Miss Violet A. Matthieu, the youngest daughter of F. X. Matthieu of Butteville, Oregon. She was called away in 1896, leaving no issue. Mr. Randall was again married at Oregon City on the 3d of April, 1904, to Miss Nellie E. Boyd, by whom he has one child, Velma Margaret, who was born April 3, 1905.

Mr. Randall has at various times been connected with movements having for their aim the improvement and advancement of this region. He was a member of Company F, Oregon National Guard, and served as lieutenant of that organization. He has passed through the chairs of Oregon Camp No. 3, I. O. O. F., and also of Falls Encampment No. 4, I. O. O. F., and Watchene Tribe No. 13, I. O. R. M. He holds membership in Oregon City Lodge No. 1189, B. P. O. E., and at the present time is president of the Oregon City Commercial Club, which is one of the leading factors in the upbuilding of this city.

Mr. Randall has passed his life in the community where he now resides and the honorable position he occupies is evidence of the esteem in which he is held by those to whom he is best known. It would be difficult to find a higher indorsement than that of our lifelong neighbors and friends. In all his acts, Mr. Randall has been governed by a desire to be just, and in no case to exact more than that which is due. As postmaster he is courteous and obliging, and the office is administered in a way that meets the commendation of citizens and of

the authorities at Washington. He acts upon the principle so ably enunciated by Theodore Roosevelt that the office holder is exercising a trust for the benefit of the people, and the first consideration which he should keep constantly in view is honest and efficient service. The permanency of free institutions depends in a large measure on the application of these principles.

PAUL WESSINGER.

To speak of Paul Wessinger only in business connections would be to give but a one-sided view of his life, for, aside from his genius for organization and his powers of management resulting in the substantial control of one of the important productive industries of the city, operating under the name of the Henry Weinhard Brewery, his interests and activities have important bearing upon municipal progress and upon that broader development which finds tangible expression in art and music. He was born in Esslingen, southern Germany, on the 9th of February, 1859. His father, William Wessinger, was professor of Latin at Stuttgart, Germany, to which place he removed when his son Paul was but six years of age. He continued to devote his life to educational interests until 1877, when he passed away at the age of forty-six.

Paul Wessinger pursued his education in the high school of Stuttgart, benefiting largely by instruction there received, for the educational system of that city was taken as a model throughout Germany on the reorganization of the empire in 1871. Following his graduation in 1877 Mr. Wessinger took the examinations for an officer in the German army and made the required grades. He then finished his education with a course in a mercantile school and entered business life in connection with a large linen mill, serving there for about five years, the first two years being devoted to an apprenticeship, while three years were spent upon the road as representative for the house in northern and central Germany. This brought him in close contact with many of the most prominent merchants and gave him insight into business methods which were followed.

In November, 1885, Mr. Wessinger came to Portland and entered the Weinhard Brewery in order to learn the business. He worked in every department, beginning in a most humble capacity and advancing step by step through successive promotions until he became Mr. Weinhard's right-hand man, so continuing until the latter's death. In 1892 Mr. Wessinger made a trip through Germany, studying the methods and machinery in use in the breweries of that country during his six months' sojourn there. Upon the death of Mr. Weinhard in 1904 he became one of the executors of the estate and has since had the active management of both the brewery and the estate.

While the extent and importance of his business affairs make continuous demand upon his time, he yet finds opportunity for cooperation in public affairs wherein Portland is directly benefited. He was one of the original fifteen directors of the Lewis and Clarke Exposition and was chairman of the grounds and building committee. He also served as one of the sub-committee of three which selected the grounds, choosing a district which for natural beauty and scenic environment could not be surpassed. He was one of the first workers in the movement to secure the exposition and contributed in large measure to its success. In 1906 he served as one of the trustees of the Chamber of Commerce and at the present time he is a member of the Portland Live Stock Association. He is also president of the Oregon Brewers Association and he is interested in many of those things to which men devote their leisure—interests which work for culture and intellectual expansion as well as recreation. He belongs to the Commercial Club, to the Chamber of Commerce, the Manufacturers Association, the Arlington Club and various German societies. He has always been a



PAUL WESSINGER

lover of music, is a member of the Apollo Club and in 1905 was president of the Northern Pacific Sangerbund. Moreover, he is a devotee of art and was one of a committee of five who selected the silver service for the battleship Oregon. Fine horses claim his attention to some extent and he has a large stable, being the owner of Hal B, which has the record for speed on the coast of 2:04½. He has done much to improve the stock in the northwest and in this connection his work deserves more than passing credit.

In December, 1885, Mr. Wessinger was married, in Portland, to Miss Anna Weinhard, and they have two children: Milla and Henry William, aged twenty-three and twenty-two years. Such is the history of one who is today recognized as among Portland's most prominent citizens. He has wisely utilized his time and talents in the attainment of success, but his interests have been by no means self-centered, his labors extending to the social, intellectual, esthetic and political activities which are the chief forces in society and municipal organization. Such is his personal worth and social qualities that all who know him are glad to call him friend.

REV. A. HILLEBRAND.

Rev. A. Hillebrand, pastor of St. John's parish, Oregon City, is one of the leading moral and religious forces of western Oregon. A representative of the Teutonic race, he came to America many years ago, and has been a powerful instrument in advancing the prosperity of the northwest. He was born at Brilon, Westphalia, Germany, July 19, 1859, and is a son of A. and Catherine (Weber) Hillebrand. After the usual course in the elementary schools, he attended the gymnasium, where he was graduated in 1881, and was matriculated at the University of Munster, later becoming a student at the American College in the University of Louvain. After two years in theology and philosophy, he was ordained to the priesthood June 28, 1885, at Louvain by Right Rev. Aegidius Junger, bishop of Nesqually, of the state of Washington, who was at the time in Belgium. He came with Bishop Junger to Oregon, and was placed in charge of the missions of the eastern part of Oregon, in a district two hundred and fifty by three hundred miles in extent. His duties required his presence in many places over this extensive region, then thinly inhabited. He traveled on horseback and for three years lived the life of a pioneer missionary priest.

In his work in a new country, surrounded by many difficulties which are almost unknown at the present time, Father Hillebrand displayed a zeal and capability which led to his appointment July 4, 1888, as pastor of St. John's parish, Oregon City. Here he has ever since remained and his efforts have been crowned with an abundant measure of success. St. John's is recognized as one of the best organized parishes in Oregon, and during the last twenty years the church has been enlarged to twice its original size, the last addition having been made in 1902. A new parochial residence was erected, and in 1907 the McLoughlin Institute was added as a crowning feature of the educational system of the parish. This institution is the outgrowth of St. John's parochial and high schools and is named in honor of Dr. John McLoughlin, who has been given the title of Father of Oregon, and whose bones repose in St. John's churchyard. The institution is a monument to his memory. Father Hillebrand has been a prominent worker in the effort to preserve the old McLoughlin home at Oregon City as a memorial to one who will long be remembered as a leader in pioneer days.

On the 28th of June, 1910, was celebrated the silver jubilee of the entrance of Father Hillebrand to the priesthood. The occasion attracted a great throng of his friends and admirers. A local paper in the course of an extensive article had the following to say: "Rev. A. Hillebrand, pastor of St. John's, Oregon City, on Tuesday of this week, celebrated the twenty-fifth anniversary of his ordina-

tion to the priesthood. Most Rev. Alexander Christie and a large number of the archdiocesan clergy were present at the jubilee services. Solemn high mass was celebrated at ten o'clock by the reverend jubilarian in the presence of a congregation which filled St. John's church to the doors. At one o'clock dinner was served to the visiting clergy, and in the evening a public reception was held in McLoughlin hall at which a great throng gathered. It was a joyful occasion for the people of Oregon City, both Catholic and non-Catholic, who turned out in great numbers to present their felicitations to Father Hillebrand who has earned their affection and gratitude by twenty-two years of zealous labors in their community." In the evening of this auspicious occasion, a public reception was tendered in McLoughlin hall, the Grand Army band serenading Father Hillebrand at his residence and accompanying him to the hall, where congratulatory addresses were made by clergymen and distinguished laymen, most of them non-Catholics, and a purse was presented to the jubilarian in behalf of the parishioners.

During the time Father Hillebrand has been spiritual director of St. John's parish, he has made hosts of friends, both within the church and without. A worthy disciple of a world-wide faith, he has at all times exerted a kindly and helpful influence and has radiated an atmosphere among his own people that has been a constant incentive to a higher life. He is a member of the Catholic Knights of America. An old book says: "He who turns many to righteousness shall shine as the stars forever." Such, in the opinion of friends and admirers of this beloved pastor, is the reward to which he may aspire, as also it may be the reward of all worthy disciples of a Christian faith whose lives are governed by principles of rectitude and truth.

PHINEAS T. HANSON.

Phineas T. Hanson, a veteran of the Civil war, now living retired at St. Johns, was born on a farm near Palmyra in Somerset county, Maine, April 20, 1842, a son of James and Hannah Hanson. After receiving the usual education at the district school, he was in attendance at a private school at Newport, Maine, when President Lincoln issued his call for volunteers to suppress the rebellion. The summons to arms met a ready response from all the loyal states, and at the age of nineteen Phineas T. Hanson enlisted, September 2, 1861, from Somerset county, for three years, or during the war. He was mustered into the United States service at Augusta, Maine, on the 22d of September, 1861, as a private of Company C, Ninth Regiment Maine Volunteer Infantry, Colonel Richworth commanding. He was honorably discharged at Black Island, South Carolina, December 31, 1863, but reenlisted as a veteran in the same company and regiment the following day to serve for three years, or during the war, his captain being George W. Brown and his colonel George F. Granger. The Ninth Maine Infantry was organized in September, 1861, under Colonel Horatio Bizee, who was later succeeded in command by Colonels Richworth, Emery, Robinson and Granger.

On September 24, 1861, the command left the state of Maine for Washington and after remaining there two weeks, sailed for Hilton Head, South Carolina. The entire year of 1862 was spent in garrison duty in Florida, and in January, 1863, the regiment returned to Hilton Head, where it remained on picket duty until the following June. The regiment then joined the forces operating in Charleston Harbor under command of Colonel Emery and participated in the assault of Strong's brigade on Fort Wagner, and in the opening fight on Morris Island, South Carolina, capturing two of the enemy's flags. In October, 1863, the command moved to Black Island, and while there four hundred and sixteen of its original members reenlisted and received veteran fur-

loughs. On April 18, 1864, the Ninth Regiment proceeded to Gloucester Point, Virginia, where it was assigned to Ames' division, Tenth Army Corps, and ascended the James river, landing at Bermuda Hundred and advancing immediately upon the enemy's lines. During its service the regiment saw much hard fighting, but at all times upheld the reputation of the state of Maine for patriotism and loyalty to the Union. Its total loss of officers and men in killed and wounded was six hundred and forty-four. The regiment took part in the following battles: Hilton Head, Fernandina, Florida; Morris Island, South Carolina; the siege and assault of Fort Wagner, Port Walthall, Arronfield Church, Drurys Bluff, Warebottom Church, Cold Harbor; the siege and assault of Petersburg, Deep Bottom, Chapman's Farm and Darbytown Road in Virginia, in addition to many minor engagements and skirmishes and much guard, garrison and picket duty, at all times performing gallant and meritorious service. The regiment marched to Fort Fisher, North Carolina, drove the Confederates out of the fort at Smithville, and then marched to Wilmington and from there to Goldsboro, North Carolina, where it met Sherman's army returning from Savannah, and marched on to Raleigh. Later the regiment gathered at Raleigh North Carolina, where it was mustered out. The subject of this review was promoted to the rank of sergeant October 22, 1864, in recognition of efficient service. He was confined in a hospital at Fernandina, Florida, on account of sunstroke, but at the end of six weeks rejoined his regiment which was stationed there at that time. He bore a gallant part in all the service to which he was assigned, and never shirked any duty that would advance the interests of the Union cause. He received his final discharge at Raleigh, North Carolina, on the 13th of July, 1865.

At the close of the war Mr. Hanson returned to his old home in Maine, where he remained until 1867, when his marriage occurred. After ten years spent on a farm, which he purchased at East Corinth, Penobscot county, he disposed of this property and bought a farm near Palmyra, which he operated until 1882. Having decided to visit the west and establish a permanent home there if it should prove satisfactory, he bade farewell to his family for two years, and came with an emigrant train across the plains to San Francisco. There he went aboard the steamer Columbia and landed at Astoria, Oregon. He soon found employment in a logging camp at Deep River, Washington, where he continued for two years. He then established his home in St. Johns but at the end of nineteen years took up his residence at Point View, one of the suburbs of St. Johns, where he now lives. For several years he conducted a contracting business, but ill health compelled him to retire from active operations, and he is now living in a comfortable home at his ease, having through many years of industry and good management acquired a competence for the evening of life.

In 1867 Mr. Hanson was united in marriage to Miss Adele J. Johonnot of Newport, Maine, and unto them were born two children: Mabel V., now Mrs. John B. Walker, who has one child, James, aged nine years; and Blanche, now Mrs. William Marchy, who has three children—Ruth, four years of age, Lewis, aged two, and Benjamin Franklin, now an infant. Mrs. Hanson belongs to a family of soldiers. Her great-grandfather served in the Revolutionary war and was in the battle of Ticonderoga. The family originally came to America from France as refugees at the time of the persecution of the French Huguenots. Her father, John G. Johonnot, was a soldier of the Civil war. He enlisted in the Fourteenth Maine Regiment, but was sent home on account of age. He reenlisted in the Sixth Maine Battery, Light Artillery, and served as gunner until his death December 20, 1862. Mrs. Hanson is a charter member of General Compton Post No. 32, Women's Relief Corps. Mr. Hanson has always taken a deep interest in the organizations resulting from the Civil war, and his name has been found on the rolls of Stephen Davis Post No. 11, Grand Army of the Republic of Maine; James W. Nesby Post No. 32, of The Dalles, Oregon;

Lincoln-Garfield Post No. 3, of Portland, Oregon; and General Compson Post No. 22, of St. Johns.

The active career of Mr. Hanson practically began amid preparations for the great Rebellion, one of the most important conflicts in the annals of history. In this great war he performed the service of a true soldier, and as he draws near the close of a long life he regards with just pride the efforts he made many years ago to uphold the flag and render possible the existence of a republic which is today the mightiest monument that has ever been erected by man. It is to the gallant soldiers of the Civil war, many of them farmer boys who were just beginning to look out upon life and wonder what it held for them—it is to these brave men and to others of a later generation who have assisted in the perpetuation of the principles of freedom, that the republic owes its existence. It has been truly said that these men need no monument of marble. They built an enduring monument in the great American republic. To them the oppressed of the whole world look as a prototype that will finally culminate in a realization of the dream which has not as yet taken tangible form, "The parliament of man and the federation of the world."

LOUIS NICOLAI.

The qualities of business leadership are in a substantial degree the possession of Louis Nicolai. An initiative spirit and ability to coordinate forces so as to produce a unified and harmonious whole and to direct the labors of others so that maximum results are achieved at a minimum expenditure of time, labor and material, are strongly marked characteristics in his business career, and his ability and success places him in a prominent position in the ranks of those who represent industrial activity in Portland, for he is now president of the Nicolai-Neppack Company, proprietors of a planing-mill and sash and door factory which cover the entire block bounded by Davis, Everett, First and Second streets. His name has been associated with the lumber industry here since 1868 and the importance and extent of his business interests are today indicated in the fact that he now employs over one hundred workmen.

A native of Saxony, Germany, Mr. Nicolai was born February 1, 1838, his parents being John Henry and Margaret (Held) Nicolai, farming people of the fatherland. When he was fifteen years of age the family emigrated to America, settling on a farm in Michigan, where they remained from 1853 until 1868. At that time the entire family came to Oregon by way of the isthmus of Panama and San Francisco with Portland as their destination. Louis Nicolai had previously been married in Michigan, the lady of his choice being Miss Margaret Kurtz, a native of the state of New York.

Following his arrival in Portland in the spring of 1868, Louis Nicolai joined with his brothers, Adolph and Theodore, in the establishment of a sawmill business at Beaver Valley, where they remained for about seven years and then removed to Albina, where the business was conducted for a number of years. They then returned to Beaver Valley, being associated together in a sawmill at that place for about fifteen years. About the time that they first began the operation of a sawmill they also established a planing-mill on Second and Everett streets in Portland. It was a small concern but the enterprising business methods of the partners, who operated under the firm style of Nicolai Brothers, soon won for them increased patronage and the business grew to extensive proportions. In 1887 it was incorporated and is now being carried on under the style of the Nicolai-Neppack Company. The plant has been extended to cover the entire block bounded by Davis, Everett, First and Second streets and employment is furnished to more than one hundred workmen. The present officers are Louis



LOUIS NICOLAI



Nicolai, president; Anthony Neppack, vice president and manager; and William Nicolai, secretary.

The last named is the eldest of the four children of Louis Nicolai. He married Octavia Betz. George, the second son, is a real estate and insurance man of Portland, who married Miss Harter and unto them have been born five children. Amelia is the wife of Walter Waite, a resident of eastern Oregon. Eveline is the wife of W. W. Chambro and they, with their four children, live with her father.

Mr. Nicolai has long been regarded as a prominent factor in the industrial circles of Portland. A few years ago during the strike every lumber and planing mill in the city closed down with the exception of the Nicolai-Neppack plant. On that occasion the engineer refused to perform his duties but Mr. Nicolai, who is a thorough mechanic, ran the engine himself. When in Michigan he had learned the carpenter's trade and throughout his entire life has been most handy with tools and capable in all mechanical lines. He belongs to the Masonic fraternity and is an exemplary representative of the craft. He has a beautiful home at No. 355 Hasselo street, which is located on a plot of ground covering a half block.

GEORGE W. BOSCHKE.

George W. Boschke has been characterized as "always on the fighting line." In other words, he is ever at the front to meet conditions face to face, and in the contests with nature, which are ever features to civil engineering, comes off conqueror in the strife. To say that he occupies the position of chief engineer of the Oregon Railroad & Navigation Company seems comparatively little save to the people of the northwest, who are watching with breathless interest his operations in railroad building in Oregon, but to state that he was the builder of the great sea wall at Galveston is to bring him prominently before the country, for who has not heard of the splendid piece of engineering which has resisted one of nature's strongest and most dynamic forces—the great tidal wave which for a time threatened the destruction of the rebuilt city on the gulf?

His life history had its beginning in Boston on the 10th of October, 1864. His parents were Albert and Mary (Paffy) Boschke, natives of Russia and Spain, respectively. They were married in Washington, D. C., and had two children, our subject's brother being now a resident of Los Angeles, California. Following his course in the public schools, George W. Boschke attended Wilson College. When his college days were over, he started for Texas—a young man of twenty-two years—and secured employment in connection with the engineering department of the Southern Pacific Railroad Company. Bending every energy toward the successful completion of the tasks assigned him, he carefully worked his way upward, his ability winning him recognition in successive promotions. He made his reputation as a constructing engineer by building various lines for his company through the Lone Star state. It was while he was engaged on this work that the first tidal wave practically wiped out the city of Galveston, save those portions which were situated on higher land. Recovering from the first shock of the fatality, Galveston's energetic and determined people took up the task of rebuilding, and realizing that they must have protection from the sea, they offered Mr. Boschke twelve thousand dollars a year to build for them a wall which could withstand the shock of tidal wave. He was at that time in the service of E. H. Harriman in his railroad building in the southwest. Discussing the Galveston situation with Mr. Harriman, the latter advised him to continue in his railroad work. Galveston then considered other engineers, but returned to Mr. Boschke with a proposition that he should continue with his railroad work and at the same time build their sea wall. Again the question

was discussed with Mr. Harriman, who agreed that Mr. Boschke should undertake the dual task. Neglecting neither the one nor the other, Mr. Boschke planned and superintended the work of railroad building and also undertook the construction of the sea wall, utilizing all his scientific and practical knowledge in building that which would constitute a safe barrier against the inroads of the ocean.

This was at length accomplished, and from the southwest he made his way into the northwest country to plan and supervise difficult engineering feats in railroad building in Oregon. While thus engaged, telegraphic communications were flashed throughout the country that Galveston on its island had been a second time leveled by the great tidal wave and that the sea wall had been ground into bits of gravel by the force of the waters. Mr. Boschke was at that time in his tent on the south bank of the Columbia river, the headquarters of a great railroad construction camp. He read the message and exclaimed: "It's a lie! Galveston may be blown flat, the tidal wave may have swept high over the sea wall, but the wall itself still stands. I built it, and I built it to stand." The newspapers on reaching the construction camp confirmed the early reports, saying that the sea wall was an utter wreck, but that the man who built it was not to be blamed, as the tropical rage of the convulsion was beyond human power to control. Mr. Boschke's assistants and subordinates working in the northwest felt the deepest sympathy for their chief, but he never for a moment felt doubt, and early on the second day there began to come to him many telegraphic messages from prominent people and officials of Galveston. Their purport was, "The crest of the tidal wave was higher than the wall, but the wall itself still stands. It broke the force of the water and saved the city from destruction. No engineering work ever stood a greater test. Galveston is uninjured and you are its savior. We congratulate and thank you."

Mr. Boschke received this message apparently as calmly as he did the first and continued his labors of railroad building through the Des Chutes canyon. He had been sent to this section of the country as the representative of the Harriman interests, and confronted here a situation presenting difficulties of a two-fold nature. Not only must he undertake the task of building a railroad in a district where nature was most unpropitious, but must meet competition brought about by the efforts of James J. Hill to check progress on the undertaking by building another road through the canyon. It is a well known fact that railroad operations have been promoted in Washington to the detriment of Oregon, this state lacking transportation facilities which must ever constitute the foundation for the development of a country. The Oregon Railroad & Navigation Company, with its line along the southern bank of the Columbia, together with a few small lines along the Pacific west of the Cascade range, practically constitute the railway system of this great state. When the late E. H. Harriman made his last trip to the coast, he was met by a large delegation of earnest citizens who stated to him the situation, to whom he gave the promise of building a railroad line from the Columbia river southward into the interior of the state, beginning at the point where the Des Chutes river runs into the Columbia. Some years before a local corporation had secured a charter for the building of a road down the Des Chutes canyon, which is practically the only feasible way of reaching the great tablelands of the interior. The corporation had bought some right of way and had laid a small portion of the track, but lack of funds had blocked the work. The Harriman interests attempted to buy their charter, but the promoters held out for a large sum of money, and the Harriman lawyers found flaws in its legal standing. Nothing daunted, Mr. Harriman began work, realizing that the great timber regions and the high plateaus offering excellent pasture lands for sheep would in time mean heavy transportation of lumber, mutton and wool. It was at that time that he called Mr. Boschke, who had been made chief engineer of the Oregon Railroad & Navigation Company, with headquarters in Portland, to build the line. In the meantime the original company,

disappointed in their expected sale, presented the question to James J. Hill, the railway magnate of Minnesota. Hill made the purchase and sent his men to the scene of action. The Oregon Railroad & Navigation Company was already in possession of the Des Chutes canyon and Mr. Hill was familiar with the work of Mr. Boschke and the character of the men. Accordingly he sent for his strongest representative, John F. Stevens, who had been connected with the building of the Panama canal, and gave him almost unlimited powers. Since that time it has been a continual contest between the two great engineering chieftains and their forces as to who should first complete the road. The Hill people got out an injunction to stop the work of the others and secured a decision which gives to the corporation the rights which they had purchased, the first choice of a right of way through the canyon. Mr. Boschke was not deterred by this, for with almost limitless power accorded him by the Harriman interests, he resolved that when he could not get the best natural right of way, he would blast one equally as good out of the solid rock. This has been his policy from the first, and he began railroad construction near The Dalles on the Columbia, a little west of the mouth of the Des Chutes, and soon afterward turned into the canyon. The Hill people are working on their side of the canyon which at times narrows until there is scarcely room for the river in the two rival roadbeds between perpendicular walls a half mile in height. Not only does the engineer face the situation of laying railroad tracks along the bank of an irregular river, but must figure on the tremendous floods that sweep down through the canyon in the springtime. Added to other questions, there is the effort to avoid hostilities between the workmen of the two forces and the necessity that each feels of completing the road before the other and thus, as one of the local papers has expressed it, "The scene is set for a Homeric struggle." Doubtless the work will be completed by each force in 1911, but Mr. Boschke has the greater task in that he must dispute with nature for a right of way, blasting out his roadbed from the solid rock for many miles and meet continually most difficult questions of engineering. His ability and his worth, however, have been proven and the picturesque history of the past presents no more attractive nor fascinating story—a story of greater courage, resolution and determination than is shown by George W. Boschke, forceful and resourceful, possessing the perseverance when he knows that he is in the right to continue a work at all odds. The tasks that he has accomplished has made his name known throughout the length and breadth of the land, and in engineering circles, where knowledge gives true appreciation of the character of his worth, his course has awakened the highest and most unqualified admiration.

Mr. Boschke was married August 3, 1890, to Carrie M. Smith, a daughter of John and Theresa Smith, of Santa Rosa, California, and they are the parents of three children: Marguerite Ella, Elizabeth Hood and George Harriman.

WILSON BENEFIEL.

Wilson Benefiel, a well known cement contractor of Portland, and also prominently identified with other lines of business, was born May 31, 1859, in Yamhill county, Oregon, a son of John Wesley and Lacy Ann Benefiel. The father was a native of Indiana, and was one of the pioneers of this state, arriving in Oregon in 1852. The mother came from Maryland and was a descendant of the Carrolls, a noted Revolutionary family. Mr. and Mrs. Benefiel moved to Washington county, Oregon, in 1865 and located on a farm.

Wilson Benefiel attended school first at a log school house four miles north of Forest Grove at a place called Greenville. At the age of sixteen years, he laid aside his books, and from that time has been largely self-supporting, although he continued at home for four years, the father's health being such that

the responsibility of managing the farm devolved upon the son. At twenty years of age he started out to meet the world, and for a year lived in the Walla Walla district. He then returned to the farm where he continued until 1881, when he removed to Portland, where he was employed for six months by the Lone Fir cemetery. He next resided for a few months at Centralia and there built a boat and went to the Grays Harbor country, where he engaged in the lumber business. In 1886 he returned to Washington county and spent six months upon a preemption claim. From that point he came to Portland, where he has since made his home. He has acted as superintendent of the Lone Fir cemetery since March 12, 1888, a position which he has filled with great acceptance to the board of directors and to those whose friends repose in this beautiful cemetery. About 1901 Mr. Benefiel began as a cement contractor which business he has carried forward in addition to his duties as superintendent of the cemetery. He erected the first concrete building on Union avenue, and also a large three-story concrete building at the corner of Mississippi and Killingsworth avenues. He also built the public swimming pool for the city at Sellwood Park. In his business career he has been highly successful, and has prospered from year to year.

On November 5, 1881, Mr. Benefiel was united in marriage to Miss Addie Sell, a daughter of Stephen Sell, who was a pioneer of Washington county, having arrived in this state from Ohio in 1852. Two children have been born to Mr. and Mrs. Benefiel: Francis Wilson, now aged twenty years; and John Wilson, aged fifteen. The older is a graduate of the Portland Academy, and one of the promising young men of the city.

Mr. Benefiel is a member of the Independent Order of Odd Fellows and the Woodmen of the World. He is recognized as a man of fine business ability and a citizen whose example is well worthy of imitation. His career illustrates in a striking degree the advantages which may result to the individual from responsibility in early life, while much of his success is due to habits of industry and economy. His experience indicates that if boys were thrown more upon their own resources there would be fewer failures in after life and the sum of human happiness would be vastly increased.

CHARLES EDWARD RUMELIN.

Without special advantages at the outset of his career, Charles Edward Rumelin has steadily advanced in his business career until, as president of Ashley & Rumelin, bankers, he now occupies a prominent position in banking circles in Portland. The width of the continent separates him from his birthplace, which was Argyle, Washington county, New York, his natal day being September 17, 1858. His parents were Frederick and Eliza Blossom (Scott) Rumelin, in whose home his youthful days were passed, while he acquired his education in the district schools of New York. His early experiences were those of the farm, and for a considerable period he was identified with general agricultural pursuits. He has been a resident of the northwest since 1885, and has firmly established himself in the front rank of Portland's business men as president of Ashley & Rumelin, bankers, conducting a private banking business in this city. He is thoroughly informed concerning the value of investments and securities, of commercial paper and its possible rise in value, and in the field of private banking, where he has made for himself a notable and enviable position.

On the 7th of March, 1883, Mr. Rumelin was married to Miss Flora E. Ashley, and they have become the parents of a son and daughter, Reed Ashley and Rhoda. Mr. Rumelin served as a member of the Oregon militia from 1888 until 1892, and when mustered out was holding the rank of first lieutenant of

Company A of the First Oregon Regiment. His political allegiance is given to the republican party, and he has twice given very tangible evidence of his fidelity to the best interests of the community by his service in the city council, covering the period from 1894 until 1896, and again from 1902 until 1905. He exercises his official prerogative in support of every measure calculated for the public good and instituted several progressive movements which have been of marked value in promoting the city's welfare. He was particularly active in abolishing wooden walks and in inaugurating concrete walks.

GUSTAVE WALTER NELSON.

Gustave Walter Nelson, pastor of the Congregational church of St. Johns and for seventeen years past an earnest worker in a vocation which is recognized as the noblest occupation of man, was born in Denmark, November 28, 1861. He is a son of Andrew and Susanna Nelson. At four years of age he came with his parents to America, the family passing through New York and Chicago to Sheffield, Illinois, and four years later to Cuming county, Nebraska, where the subject of this sketch attended the common schools until he was fourteen years of age. The family removed to Seattle, Washington, in 1876 and, having shown a marked adaptability for higher studies and an interest in intellectual subjects, which indicated good thinking and reasoning qualities, he entered the State University at Seattle and continued there for two years. In the meantime he had located a homestead and during the years 1884 and 1885 he taught school in order to acquire the necessary funds to prove up this claim. After one year's attendance at Tualitin Academy he matriculated at the Pacific University, where he devoted four years to the classical course, graduating with the degree of A. B. in 1890. Having decided to enter the ministry, he took the theological course in the Pacific Theological Seminary, and in 1893 he was ordained as a minister of the Congregational church.

Mr. Nelson was now thirty-two years of age and entered upon his life work with an energy and a zeal that promised abundant success. His first charge was at Kalama, Washington, where he remained from 1893 to 1895. He then responded to a call from Port Angeles, Washington, continuing there until the fall of 1899. His next call was from the Congregational church at Ashland, Oregon, and he ministered to that church until June, 1903, then going to Albany for a period of four years. On June 1, 1907, he came to St. Johns, where he has since been in charge of a thriving church, which has a membership of forty-five and an enrollment of eighty names in its Sunday school. The trustees of the church, who have proven earnest assistants to Mr. Nelson and have at all times given him their constant support, are B. T. Leggit, A. L. Douglas, A. E. McDermid, Marion Johnston and D. S. Busby. Mr. Nelson acts as superintendent of the Sunday school, and is always found among those who are most public-spirited in advancing the welfare of the community. He is a member of the Knights of Pythias and has become prominently identified with the interests of this region by investments in real estate in the immediate vicinity of St. Johns.

On the 24th of December, 1890, Mr. Nelson was united in marriage to Miss Ella Morrison, a daughter of Rev. J. M. Morrison, a retired Presbyterian minister of East Portland. Mrs. Nelson came with her parents from the east in 1883. One daughter has been born to this union, Margaret Ruth, now fourteen years of age.

The church of which Mr. Nelson is a worthy exponent has in him an ardent and sincere supporter, and his kindly manner and his interest in every man, woman and child he meets has endeared him not only to his own parishioners, but to many who have no church affiliation. When he entered the ministry he gave his whole heart to the work. His wisdom has been gained by study of

the Bible and the revealed word, by observation, reading and meditation, and in these, as in all other acts, he constantly bears in mind the responsibilities of his calling, involving as it does a sincere and devoted service in behalf of a cause to which he has voluntarily given the best energies of his life.

ARTHUR H. BREYMAN.

The brilliancy of a man's genius asserts its force in the mastery of his work—the completeness of his undertaking—and the history of Arthur H. Breyman is a part—a potential part—of the history of commercial and agricultural progress in Portland and this section of the state. He was recognized as strong, forceful, determined and aggressive, characteristics which are the resultant factors in attainment in this age of marked enterprise and strong competition. He passed from life on the 17th of January, 1908, when in his sixty-eighth year. He was born at Bockenem, Germany, on the 2d of May, 1840. His father was an officer in the German army and fought in the battle of Waterloo. For a conspicuous act of bravery during that engagement he was awarded by Wellington, then in command of the Hanoverian troops, a medal which is reproduced herewith. During the latter part of his life he was one of the bodyguard of the emperor.

Arthur H. Breyman spent his youthful days in the fatherland to the age of seventeen years. About that time his parents died and he started out in the world for himself. He shipped as a sailor boy upon a sailing vessel that made the voyage across the Atlantic to New York. While the ship was in port Mr. Breyman was one day walking along the streets of New York city, when he met his elder brother Eugene, who had been in America for several years and was at that time engaged in business in Oregon but was temporarily in New York city. Arthur Breyman was influenced by his brother to leave the ship and go to Oregon. They journeyed by way of the isthmus of Panama and eventually reached La Fayette, Yamhill county, where the two brothers, Eugene and Werner, were conducting a mercantile establishment. Arthur Breyman entered their employ and remained with them until he had saved sufficient capital to enable him to purchase a small stock of goods. He then went to the mining town of Canyon City, where he conducted a store and was also financially interested in the mines for a number of years. In the meantime, while in the employ of his brothers, he had returned to the middle west, going to Milwaukee, Wisconsin, where his sisters, Mrs. Matilda Inbush and Mrs. Alvena Hecker, were living. He also had two unmarried sisters there, Louisa and Albertina Breyman, who returned with him to Oregon. Again he journeyed by way of the isthmus of Panama to the Pacific coast and the ship on which they sailed went aground on a desert island. It was fourteen days before the ship lifted sufficiently to start again on its way to Oregon. It was after the completion of that trip to Wisconsin and his return to the Pacific coast that Mr. Breyman established a small store in La Fayette, where he remained for a few years and then went to Canyon City, Oregon. He spent several years in the latter place and on selling out removed to Salem, Oregon, where he engaged in the dry-goods business. He became recognized as one of the leading merchants and influential citizens of that place and made substantial progress during his residence there.

While in Salem Mr. Breyman was married on the 25th of January, 1867, to Miss Phoebe Cranston, who was born in Champaign county, Ohio, and came to Oregon in 1851, making the journey across the plains. The party were two years on the trip for the parents had heard that the cholera was bad in the west and that the Indians were on the war path. Therefore, they proceeded by easy stages, spending the winter in Missouri.

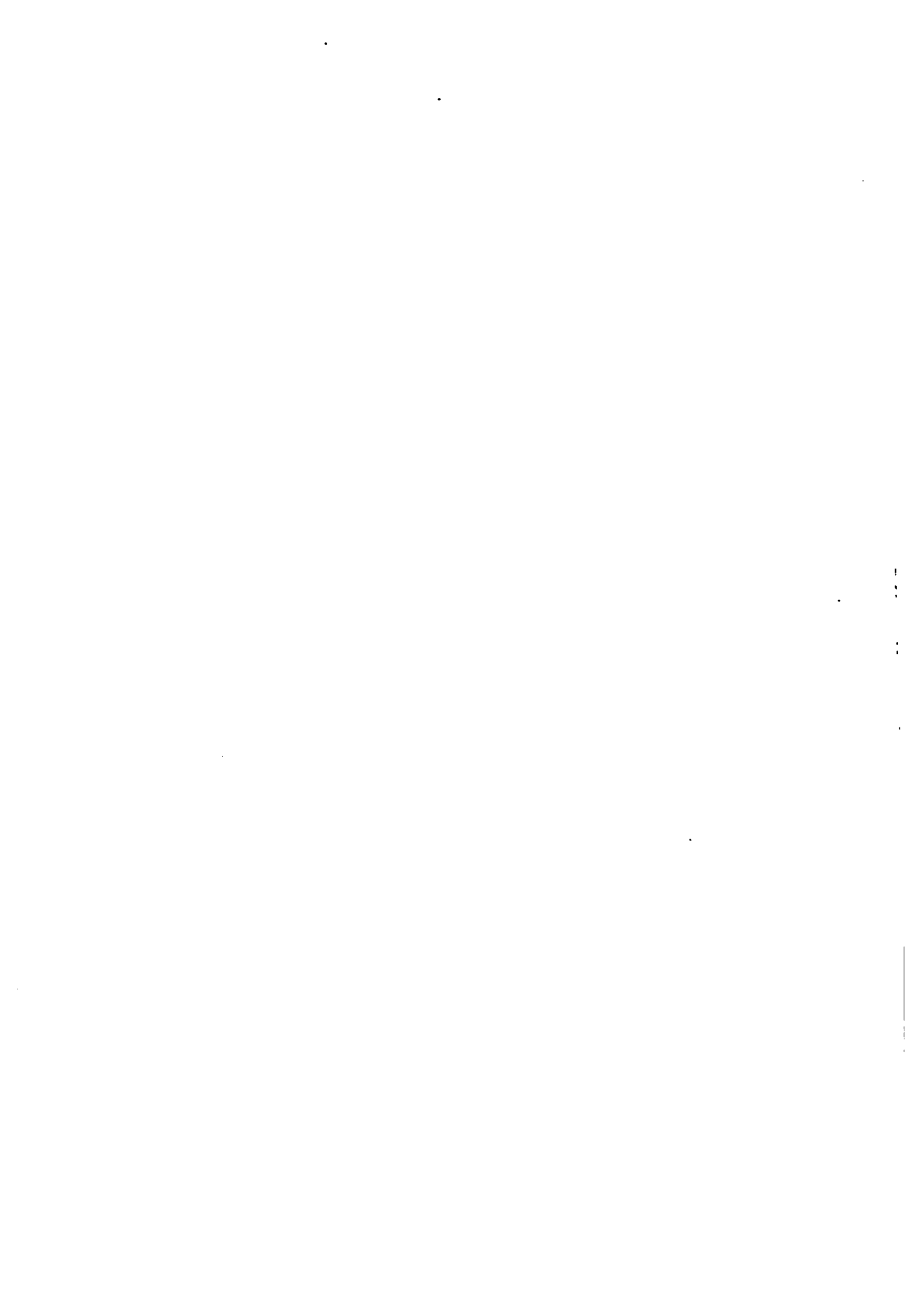




A. H. BREYMAN



LIEUT. FREDERICK BREYMAN, 1ST. REG. LIGHT DRAG., K. G. L.



Mr. and Mrs. Breyman began their domestic life in Salem and five years after their marriage he disposed of his store there and settled upon a cattle ranch on Bridge creek, near Prineville in eastern Oregon. His attention was given to the management of the ranch for five years, after which he removed to Prineville, where he engaged in general merchandising for five years and also bought and sold live-stock. In 1882 he came with his family to Portland. He had large cattle interests in the Yakima valley, which he retained after he came to Portland for a time and later purchased the ranch and live-stock interests of the Baldwin Sheep Company near Prineville, after which he organized the now famous Baldwin Sheep & Land Company, of which he was president for many years and which operated extensively and successfully in both lines indicated by the title until he sold out.

Coming to Portland, Mr. Breyman supervised his business affairs and also invested in property in the city, recognizing that its continuous growth must in time advance prices. Here he entered the leather, harness and saddlery business in connection with his son, William Otto Breyman, under the style of the Breyman Leather Company, Arthur H. Breyman remaining as president of the company until his death, when he was succeeded by William Otto Breyman, who is now president, while the mother, Mrs. Phoebe Cranston Breyman, is vice president. The factory is located at the corner of Fifth and Oak streets in Portland and is devoted to the manufacture of leather goods, harness, saddlery, etc. It is one of the important productive industries of the city and is a well managed business concern.

Unto Mr. and Mrs. Breyman were born five children: William Otto, previously mentioned; Bertha Roxana, the wife of Ormsby M. Ash of Portland; and Floy Louise, Edna Cranston and Arthur Cranston, all at home with their mother.

Mr. Breyman was devoted to the welfare of his family and found his greatest happiness in ministering to their comfort. He was a German Lutheran in belief and was a member of the board of public works when it was first organized. He was one of those strong and forceful characters who seem to find the happiness of life in the success of their work. He was ever the same man, yesterday, today and tomorrow, never allowing the accumulation of wealth to affect in any way his relations toward those less fortunate. His persistence for precision and thoroughness in small affairs as well as in complex things was pronounced and therein lay one of the factors of his business advancement.

WILLIAM OTTO BREYMAN.

William Otto Breyman, president and manager of the Breyman Leather Company, controlling one of the leading saddlery houses of the Pacific coast, was born in Salem, Oregon, December 29, 1867, a son of Arthur H. Breyman, of whom mention is made above. The removal of the family to Portland in his early boyhood made it possible for him to pursue his preliminary education in the public schools of this city, and subsequently he attended the Peekskill Military Academy on the Hudson. His initial experience in business life came as an employe of the First National Bank of Portland, in which he remained for seven years. He afterward engaged in mercantile pursuits and later bought out the firm of Herbert Bradley & Company, wholesale leather and shoe findings, in 1896.

He then organized the Breyman Leather Company, of which he has since been the president and manager. The scope of the business was extended to include wholesale harness and saddlery in 1903. From a small concern this enterprise has steadily grown and developed until today the house is recognized as one of the leading saddlery houses on the Pacific coast. Mr. Breyman has

made a thorough study of the trade, so that he is able to direct its interests in accordance with present day conditions, and he has forged ahead continuously in his chosen field until he now ranks with the most successful men in this line in this section of the country, for the house has gained a reputation for the reliability of its methods and the character of its output is unassailable.

E. H. MANSFIELD.

E. H. Mansfield, for six years past a resident of St. Johns, Oregon, was born at Toledo, Ohio, in 1854. He is the son of Hiram and Alzina Mansfield, who came from Ireland some years before the Civil war and located at Moline, Illinois, in the spring of 1855. Hiram Mansfield gave his life to his adopted country. He enlisted in the Ninth Illinois Cavalry and was killed in battle during the first year of the Civil war. The following year his widow was called away, leaving the son to fight his battles alone.

E. H. Mansfield thus early became inducted to the stern realities of life. However, he possessed a resolute heart and inherited from worthy parents a hope that has never entirely departed and he determined, even as a boy, to make the best of the conditions by which he found himself surrounded. He lived in Geneseo, Illinois, until seventeen years of age and never possessed the advantages of education except in his very early years. At the age of eleven he began to learn the barber's trade and after traveling in many parts of the country he located in St. Johns, Oregon, in 1904, where he has since been engaged at his trade. Mr. Mansfield generally casts his vote with the democratic party. He is a member of the Yeomen lodge and since his earliest recollection has been identified with the Catholic church.

MARIUS HANSEN.

Marius Hansen, a progressive and enterprising contractor of Portland, is a native of Denmark, born in the town of Wamdrup, on the 18th of August, 1863, and a son of Christian and Christine (Neilsen) Hansen. The father died in 1882 at the age of sixty-six years, while the mother survived until 1903, passing away at the age of seventy-six years. In their family were eight children, five sons and three daughters, all still living. Marius Hansen lived with his parents until he was twenty years of age. He received his education in the common schools and later learned the blacksmith's trade and also gained some experience in farming in the mother country.

At twenty years of age, in 1883, Mr. Hansen came to America and first located at the town of Dedham, Iowa, where he remained about ten months. He then traveled westward to Nebraska and was employed upon a farm for three years. Not entirely satisfied with the outlook in the prairie region and believing that the Pacific coast presented favorable conditions for a young man who was willing to work, he came to Portland and since 1888 has made this city his home. For more than twenty years past he has been identified with cement construction and few men in the country are better informed concerning the properties and qualities of cement and the many uses to which it may be applied. As a general contractor he has attained an established reputation and during the years past has put in the foundations of some of the largest buildings of the city and in all classes of cement work has shown an ability that places him in the front line among those who are engaged in the industry.

On the 19th of December, 1884, Mr. Hansen was united in marriage to Miss Anna Shultz, a daughter of Christian and Johanna Shultz. She was also a na-

tive of Denmark and was called from earthly ties October 28, 1905. She was a good wife and the mother of four children, three of whom are now living, Tina, Anna and Edith. Mr. Hansen is a member of the Lutheran church and lives in a beautiful residence on East Grant street. He has never had cause to regret that he selected Portland as his home. His chief source of recreation is automobiling. He is an active member of the Brooklyn Push Club and politically is identified with the democratic party.

JAMES BOYCE MONTGOMERY.

James Boyce Montgomery, a railroad builder whose efforts contributed to the development of both the east and the west and who for many years was one of the best known and most highly honored citizens of Portland, was born at Montgomery's Ferry on the Susquehanna river in Pennsylvania, twenty-five miles north of Harrisburg, December 6, 1832. Between the ages of six and sixteen years he was a pupil in the public schools near his home and then sought the city that he might find broader opportunity for the exercise of his industry and ambition—his dominant qualities. In Philadelphia he obtained a position on the Evening Bulletin, with which he was connected for several years, until qualified to do expert work in that line. His ability won recognition among those prominent in the printing business, and he was offered a position on the Sandusky (Ohio) Daily Register by Governor H. D. Cook in 1853. It is notable that each forward step in his career brought him broader opportunities. His position with the Register led to his appointment as editor of the Pittsburg Morning Post, and in time he became one of the proprietors of that paper, which he successfully managed, making it one of the leading journals of that section of the country. Other fields of labor, however, seemed to promise more rapid and substantial returns and, disposing of his interests in the paper to Colonel James P. Barr, his partner, he took up the work of railroad development in Pennsylvania as a contractor. With two associates in 1858 he secured a contract to build a bridge across the Susquehanna river at Linden, Pennsylvania, for the Philadelphia & Erie Railroad Company. The work was successfully completed and furnished the opening for larger operations in the field of railroad building. In 1859 Mr. Montgomery was awarded the contract for building the Bedford & Hopewell Railroad in Pennsylvania, and in 1861 became associated with Captain William Lowthes in the building of the Nesquehoning Valley Railroad. The outbreak of the Civil war, resulting in the difficulty of obtaining labor, caused a suspension of this work, however, but it was afterward completed by Mr. Montgomery in 1868-9. In the meantime he had done work under contract for the Philadelphia & Erie Railroad, and in 1866 became one of its directors, in which position he remained until 1869. He also built the wire bridge across the Susquehanna river at Williamsport, Pennsylvania. His operations in the field of railroad building became all the time of more importance, bringing him prominently before the public in this connection. He became one of the owners of the charter of the Baltimore & Potomac Railroad in connection with Thomas A. Scott, George W. Cass, J. D. Potts and J. D. Cameron, who were active in securing the construction and completion of the line between Baltimore and Washington, D. C. He was also interested in the completion of four hundred miles of the Kansas Pacific Railroad, extending into Denver. He met with substantial and growing success as a railroad builder and contractor, and his services in that connection were in continuous demand. He found ready solution for intricate business problems, readily co-ordinated forces and brought seemingly dissimilar interests into a unified whole. Difficulties vanished before him as mists before the morning sun, for his energy seemed indomitable, and when one avenue of opportunity was closed he sought the fulfillment of his purpose in another direction.

Mr. Montgomery's residence on the Pacific coast dated from 1870, and the following year he became a resident of Oregon. Soon afterward he offered to build the first portion of the Pacific division of the Northern Pacific Railroad, and the contract was awarded him against fifteen other builders. He constructed over one hundred miles of the road and also built the draw-bridge across the Willamette at Harrisburg for the Oregon & California Railroad. He was most systematic in all that he did, so that results were accomplished at a minimum loss of labor, time and material. In this is the secret of all success, and in time led Mr. Montgomery to a position among the prosperous residents of the northwest. In 1870 he went to Scotland for the purpose of organizing a company which subsequently built or acquired one hundred and sixty-three miles of railroad in the Willamette valley, of which Mr. Montgomery himself constructed seventy-eight miles. The American spirit of energy and determination soon accomplished his purpose. The company was organized and a contract for rails was let at Stockton-on-the-Tees. Proceeding to London, he chartered the two vessels *St. Louis* and *Childers* to bring the rails to this country. While crossing to Great Britain he had become acquainted with Captain Gilmore, who said that he was on his way to Cardiff, Wales, to take command of the ship *Edwin Reed*, which was to sail with a cargo of rails for the Willamette valley to be used by a company organized in Great Britain for constructing a railway line. With celerity and dispatch Mr. Montgomery carried out his plans and not only organized the company, but also had his rails in Portland six weeks before the arrival of the *Edwin Reed* under command of Captain Gilmore.

While railroad construction and organization largely claimed the energies and ability of Mr. Montgomery, he did not confine his efforts entirely to that line, his labors proving equally effective in other departments of business. He took large contracts for government work in the channels of the Columbia and Snake rivers, requiring the removal of great masses of rock, particularly at the John Day rapids. He built and operated steam sawmills at Skamokawa on the Columbia, the enterprise being conducted under the name of the Columbia River Lumber & Manufacturing Company. He likewise built large docks and warehouses on the water front at Albina, and of these was sole proprietor. The word fail had no part in his vocabulary. A plan undertaken was carried forward to successful completion, and the methods employed were ever of the most honorable and straightforward character. Indeed Mr. Montgomery sustained an unassailable reputation for business integrity and reliability from the outset of his business career, and that he early gave indication of his marked business ability as well as integrity is perhaps best indicated by an incident which occurred in 1861 when he was but twenty-nine years of age. At that time he had accumulated but very little property and was in need of ten thousand dollars with which to carry on a business project. He made his way to the home of a relative, General J. K. Moorhead, a distance of three hundred miles, and asked the general to indorse his note for ten thousand dollars. This was done, and the money was forthcoming from the Bank of Pittsburg, payable in four months. At the end of that time Mr. Montgomery again had need for ten thousand dollars and again asked the general to indorse his note for that amount. The latter replied: "James, it is a good deal of trouble for me to indorse your note every three or four months and inconvenient for you to come out this distance. I can do something better." Thereupon he sat down and wrote out the following: "To J. Cook & Company, Washington, D. C.; Gentlemen: I will be responsible to the amount of one hundred thousand dollars for money advanced to J. B. Montgomery. Respectfully, J. K. Moorhead." In commenting upon this, Mr. Montgomery afterward said that at the time he thought of it only as an act of conspicuous generosity on the part of his relative, but subsequent years of experience convinced him that it was an act of great confidence in his integrity. General Moorhead never inquired into the matter or spoke of it for nearly two years, and then asked if Mr. Montgomery had straightened matters

up with the bank. Upon being answered in the affirmative, the subject was dropped and never referred to again.

Although an active man of business, Mr. Montgomery did not follow the course of many successful business men of the present day, who feel that politics are something with which they have no concern. He recognized the obligations as well as the privileges of citizenship, and stanchly and loyally supported the principles in which he believed. He voted with the democracy until, differing with the party policy on the question of slavery, he joined the republican party in 1860 and supported Abraham Lincoln. He was thereafter to the time of his death an earnest advocate of republican principles, and in 1866, 1867 and 1868 represented Lycoming county, Pennsylvania, as a delegate in the state convention. In the first year he was associated with Thaddeus Stevens, Wayne MacVeagh and others on the resolutions committee, reporting a resolution commending the nomination of General Grant for the presidency, which was the first state convention to present the name of the hero of Appomattox as a presidential candidate. Mr. Montgomery would never consent to become a candidate for office until 1890, in which year he was nominated and elected to represent Multnomah county in the state legislature. He was nevertheless throughout all the years a potent factor in political circles by reason of his influence, his clearly expressed opinions, and his effort to further the cause in which he believed.

In 1861 Mr. Montgomery was married to Miss Rachel Anthony, a daughter of the Hon. Joseph B. Anthony, of Lycoming county, Pennsylvania. She died in 1863, leaving an only son, and in 1866 Mr. Montgomery wedded Miss Mary S. Phelps, the only daughter of Governor John S. Phelps, of Missouri.

The life history of James Boyce Montgomery most readily illustrates what may be attained by faithful and continued effort in carrying out an honest purpose. Integrity, industry and energy were the crowning points of his success, and his connection with various enterprises and industries was of decided advantage to the sections of the country in which he labored. He stood as the highest type of American citizenship; capable and discriminating in business, patriotic and loyal in citizenship, and with conscientious regard for the rights and privileges of his fellowmen.

DAVID COLE.

David Cole, who for the last forty-five years has been a resident of Oregon, was born near Lewiston, Niagara county, New York, August 2, 1837. His father, William Cole, a native of Jefferson county, New York, was born in 1804 and died in 1868, while his mother, who bore the maiden name of Ruth Taylor, was born in Connecticut in 1815 and died in 1876. His grandfather, William Cole, served in the Revolutionary war, while his great-grandfather, who also bore the name of William Cole, was killed in one of the Indian massacres of New England colonists.

David Cole received his preliminary education in the common schools of Jefferson county, New York, and, as his parents removed to Michigan when he was fifteen years of age, he continued his education in a private school at Coldwater, Michigan, and also had the advantage of attendance for a time at the University of Michigan at Ann Arbor. At eighteen years of age he laid his school books aside and entered upon his business career as apprentice in the tinsmith's trade. At the age of twenty-three, after learning the trade, he removed to St. Joseph, Missouri, and was in business there at the breaking out of the Civil war. When St. Joseph was occupied by the federal troops, business having become very dull, he returned to Michigan, where he remained until 1864.

Mr. Cole was now twenty-seven years of age and he decided to locate permanently on the Pacific coast. He went first to San Francisco, where he found conditions not entirely satisfactory, and on February 14, 1865, he landed at Portland, then a thriving town which was just beginning to give evidences of the great development that has made it one of the principal centers of business on the coast of the Pacific. After working at his trade in Portland for a year or two, he went to Salem, Oregon, and embarked in business for himself. In 1873 he sold out and returned to Portland, and was just starting upon what promised to be a prosperous career when the city was visited by the great fire of August 2, 1873, when twenty-seven blocks of building were practically wiped out of existence. Fortunately for Mr. Cole, he had established himself outside of the fire limits and did not suffer any severe personal loss. He conducted a hardware and stove store at First and Taylor streets until 1893 and by diligence and good management acquired an independent fortune.

On March 3, 1868, Mr. Cole was married to Amanda L. Boone, a native of Salem, Oregon, and a daughter of Rev. John D. and Martha (Hawkins) Boone. Her father, who was a minister of the Methodist church, was a Kentuckian by birth and a direct descendant of Daniel Boone. He was for many years actively interested in the Boys and Girls Aid Society. Mr. and Mrs. Cole have one child, Winnie L., the wife of John McCarty, of Los Angeles, California.

Mr. Cole since arriving at maturity has been identified with the democratic party and has given zealous support to its principles. He was a member of the city council for four years before East Portland was incorporated as a part of the city of Portland. Since 1866 he has been connected with the Masonic order, having attained the Royal Arch degree and holding membership in Washington Lodge, No. 46. His life in a large measure has been controlled by the principles of this order and, while he has been unpretentious and modest, never claiming preference over others, he years ago gained recognition as one of the useful and substantial citizens of a growing and enlightened community.

GEORGE E. WATKINS.

With industry and determination as dominant qualities, George E. Watkins has made steady progress in the business world, advancing from a humble financial position until he ranks among Portland's men of affluence. Moreover, his business record is such as any man might be proud to possess, it being a source of inspiration and of admiration to his colleagues and his contemporaries. He has made his home in Portland from pioneer times, arriving here when a little lad of ten years.

His birth occurred in Keokuk, Iowa, on the 4th of March, 1845. He was a son of George Watkins, a native of Watkinsville, New York, which town was named in honor of his ancestors. In his youth the father learned the wagon-maker's trade, and with the family removed from Watkinsville to St. Louis, Missouri. He was residing in the latter city when, in 1838, he was united in marriage to Miss Helen Caldwell, of St. Louis, and later they removed to Keokuk, Iowa, where they resided until 1852. In the meantime seven children had been born to them, and with their family they started across the plains to Oregon. It was a long, hard trip, the roads were in poor condition, streams had to be forded and supplies had to be carried nearly the entire distance, as after passing Omaha and some of the other western outposts of civilization, there was no hope of obtaining anything until the towns of the Pacific coast should be reached. Then, too, there was always the danger and fear of Indian attack, but the Watkins family at length reached the northwest in safety and settled first at Shoal Water bay on North river. There Mr. Watkins built a sawmill in 1854. He became not only one of the representative business men of that locality, but was



GEORGE E. WATKINS

also recognized as a leader of public thought and opinion and his fellow townsmen, appreciating his worth and ability, elected him to serve in the state legislature at Olympia, Washington, in the winter of 1855. While attending that session the high water washed his sawmill away. He returned home, and with undaunted spirit, set to work to retrieve his lost possessions. Removing to the Cascades, they engaged in building a warehouse on the island when the Yakima Indians planned and executed an attack upon the Cascades and he and his second son, James, then a boy of fourteen or fifteen years, were killed by the savages. It was one of the never to be forgotten tragedies which marked the pioneer history of the northwest. His wife had died in the spring of 1853.

George E. Watkins was but a baby when his parents crossed the plains, and was only ten years of age when his father was killed, and he was left an orphan. Soon afterward he came to Portland. He found the necessity of providing for his own support, and from that time made his own way in the world. He secured a position as a paper carrier with the Oregonian when but thirteen years of age, and as he came in contact with men and saw their progress toward success, he was fired with a laudable ambition to work his way upward. He realized, too, that education is a strong factor in success and in order to counteract the lack of school privileges of his own early youth, he worked his way through the Portland Academy and Female Seminary, which was then located on Seventh and Jefferson streets. This school was afterward consolidated with the Willamette University and removed to Salem. When he had completed his course he secured a position in the store of John Wilson and that he was faithful and capable is indicated in the fact that he remained there for five years.

Having saved five thousand dollars from his earnings, Mr. Watkins started in business on his own account, investing his capital in a sheep ranch on Rock creek in eastern Oregon in connection with C. B. Comstock, now deceased. This partnership continued for two years, at the end of which time their success had been sufficient to enable Mr. Watkins to purchase the interest of his partner. For eight years he conducted the ranch alone and was closely connected with the sheep industry for a decade, which gave him a substantial start in life. He then returned to Portland in 1883 and repurchased an interest in the real-estate, insurance and loan business of Parrish & Cornell. The business is now conducted under the name of Parrish, Watkins & Company. The real-estate business was organized in 1867 by L. M. Parrish, now deceased, and since that time has had a continuous existence, although different changes in partnership have occurred. George E. Watkins and his son, Frank E., are now owners, although the business is conducted under the style of Parrish, Watkins & Company. In addition to an extensive real-estate business, they make investments and loans, attend to rentals and also write a considerable amount of insurance each year. Their clientele is large and their business has reached very profitable proportions.

Mr. Watkins was married in Portland in 1874 to Miss Olive Clay, a daughter of Oliver and Jane A. Clay, who came to Portland about 1858 from Massillon, Ohio. Mr. and Mrs. Watkins became the parents of three children, of whom two are living: Frank E., who is married and is associated with his father in business; and Grace E., the wife of Dr. George B. Story and the mother of one son, George Watkins Story. Mrs. Watkins died in Portland in 1887, and the attractive social qualities which she had displayed and her kindly spirit caused her death to be deeply deplored by many friends.

Mr. Watkins while engaged in the sheep industry served as justice of the peace in Wasco county, and for two years was a member of the state board of equalization. Otherwise he has held no public office, for his business interests have made increasing demand upon his time and energies. His political allegiance is given to the republican party. His son, Frank E. Watkins, is a thirty-second degree and Knight Templar Mason and member of Al Kader Temple of Shriners. He is also a member of the city council. Every man who

establishes and conducts a legitimate and successful business enterprise becomes a factor in the upbuilding of the state, and in this connection, Mr. Watkins has done an important work. The obstacles and difficulties which confronted him in his youth were overcome by determined purpose and honorable effort and learning by experience how to make each hour count as a factor in the success of life, he has so directed his labors and placed his investments that splendid success has crowned his endeavors.

THOMAS CLARKE DEVLIN.

Thomas Clarke Devlin, ex-city auditor and public accountant, was born at Little Falls, New York, on the 31st of December, 1859. His father, John C. Devlin, who was born in County Wicklow, Ireland, came to America in 1846. He first located in Massachusetts, but soon afterward removed to Little Falls, New York, where he married Miss Mary McGinnis, a native of County Meath, Ireland, who had come to this country in childhood. In 1870 they came westward, locating in Knox county, Missouri, where they engaged in farming until 1904, when, retiring from active life, they came to Portland to spend their remaining years with their son and daughter, Thomas C. Devlin and Mrs. James Gill of this city. John C. Devlin here passed away on the 28th of November, 1909, aged eighty-six years, five months and ten days. He was soon followed by his wife, whose death occurred August 25, 1910, when she had attained the age of seventy-six years and eight months.

Thomas C. Devlin was educated in various private schools of New York state and also at Edina Seminary, of Edina, Missouri. In 1881 he began teaching—first in the seminary, and then in the public schools. In the spring of 1884, on account of ill health, he removed to Colorado and taught history, mathematics and commercial branches in the college at Pueblo for two years. On the 31st of January, 1887, he was married to Miss Ida Phoebe Carpenter, of Stanfordsville, New York, a member of one of the oldest Quaker families of that state. After spending a month in Denver, Mr. and Mrs. Devlin started for the Pacific coast, but Mrs. Devlin was taken ill en route and they turned back, going to her home in Dutchess county, New York, where she died on the 16th of August, 1887. In the spring of 1888 Mr. Devlin came west, remaining a few months. He spent the following winter, however, in Washington, D. C., and again came to the coast in the winter of 1889, locating in Portland in September, 1890. In February, 1891, he entered the employ of the city of Portland as an expert accountant. The following spring he took a very active part in the movement for the consolidation of Portland, East Portland and Albina, then three separate municipalities.

In June Mr. Devlin resigned his position with the city and went to California to engage in public accounting, but in October, upon urgent request, he returned and accepted a position in the office of the city auditor, which he continued to fill until 1900, when he was elected city auditor. In 1902 he was reelected by all parties without opposition and again reelected in 1905 by an overwhelming majority. He had never wished the office of city auditor, and it was only through his desire to be of public service that he was induced to accept the repeated nominations. In 1907, refusing to become a candidate for that office again, he was nominated for mayor on the republican ticket, which, however, was defeated. In August, 1907, he was appointed receiver for the Oregon Trust & Savings Bank. From that time on he devoted his time mainly to closing up the affairs of that institution—a long and difficult task which was not completed until about November 1, 1910. In June, 1908, he was elected councilman-at-large, which office he still held at that time. Upon the completion of his work as receiver he retired from business life and removed to New York to make his future home in Dutchess county, where he owned an old estate.

Mr. Devlin was for some years quite active in real-estate operations in this city, having been a member of a syndicate of six men who platted Holladay Park, Holladay Park First Addition, North Irvington and Rossmere, aggregating over two hundred acres, besides having made numerous individual realty transactions. In 1907 he built a pretty home at No. 770 Multnomah street, where he resided until leaving Portland.

Mr. Devlin is a thirty-second degree Mason, a Knight of Pythias, an Odd Fellow and an Elk. He was a member of the Commercial Club and a life member of the Multnomah Club. Although he has left Portland, Mr. Devlin will long be remembered for his twenty years of efficient public service, and the active interest he has taken in all movements for the advancement of municipal improvements. During his connection with the city auditor's office the city hall was twice moved and each time he instituted improved methods in keeping its records. After becoming the head of that department, he made many marked improvements in the conduct of its business. He was a member of the National Municipal League, was elected a member of all local civic improvement bodies and furnished the statistics for those organizations. He was appointed by the legislature as one of a committee to prepare a charter for Portland. In 1902 he drafted the form of a bill appointing a commission to draft a charter for the city of Portland, which was afterward to be submitted to the people for approval or rejection, and if approved, to be enacted by the legislature without change. The bill was passed by the legislature and became a law and Mr. Devlin was appointed a member of that commission which drafted what is known as the charter of 1903. As a result the legislature later gave every municipality the right to make its own charter.

For many years Mr. Devlin has devoted his leisure hours to the study of municipal government, and his contributions upon numerous questions involved have attracted attention and favorable comment throughout the United States. His work entitled "Municipal Reform in the United States," published by Putnam's Sons in 1896, was among the first books on this subject. Before the destruction of his library by fire, a few years ago, he had acquired the most complete collection of works upon municipal government on the Pacific coast. He was among the first to advocate the adoption of a uniform system of municipal accounting throughout the United States, and was the first advocate of municipal ownership of docks for Portland, which he urged at a time when large tracts of water front could have been secured at a low price, the wisdom and foresight is now plainly seen.

Although quiet and unostentatious, never seeking to attract public attention to himself, Mr. Devlin has left the impress of his character and his work stamped indelibly upon the city of Portland. No career could be more devoid of selfish ambition, he having directed his abilities and energies at all times toward the conception and promotion of advanced ideas which will have an influence in moulding the charters and policies of numerous municipalities.

CHRISTIAN HONNES.

Norway has contributed in an important degree toward the upbuilding of the United States and many of her most useful citizens were born under the Norwegian flag. Their sturdy independence and inborn perseverance have added an important element to our national life and nowhere has this been more apparent than on the Pacific coast. Among the Norwegian-Americans of Portland is Christian Honnes who, thirty years ago, sought on the American continent the opportunities which were not available in long settled countries where the son generally follows in the steps of the father and the lines separating the classes are tightly drawn.

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THE CITY OF PORTLAND

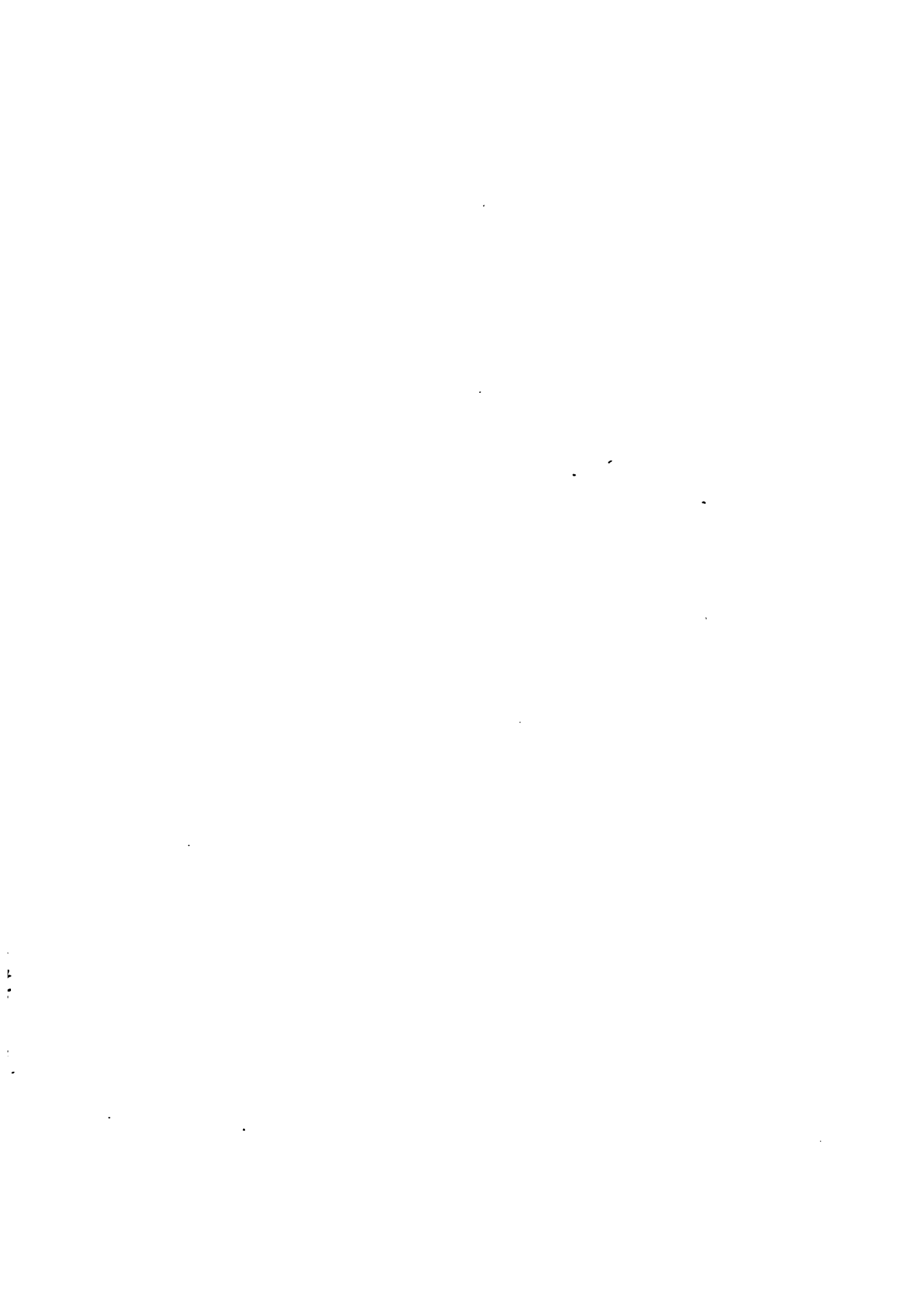
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... in his native land and, as is
... trade. After mastering the prin-
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... Like thousands of ambitious young men
... Accordingly, at twenty-one years of age, he
... of Philadelphia. From there he traveled west-
... Minnesota, where he readily found employment and where
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... with Charles Nelson as a shipbuilder at the foot of Oak street in
... on account of the necessity for larger quarters, the plant was
... moved to the foot of Wood street, where a prosperous and growing business
... has been maintained and is now flourishing as never before. The work turned
... out at the plant is proving highly satisfactory to the water carrying trade and
... the reputation of the firm has always been first class.

On May 22, 1887, Mr. Honnes was united in marriage to Miss Laurene
H. a native of Norway. Two children were born of this union, both of
whom have been called away. Mr. Honnes is a member of the Woodmen of the
World but is not identified with many interests outside of a business which has
been the most of his attention during the active period of his life. He has
achieved success by strict integrity, the conscientious discharge of all obligations
and an unremitting attention to an industry in which he takes the greatest in-
terest and which he thoroughly understands. Naturally retiring and modest,
he has always kept his personality in the background, but no man is more sin-
cerely revered by his associates or retains in a higher degree the confidence
of his acquaintances than the subject of this sketch.

GEORGE HARTNESS.

During the past four years, or since 1906, George Hartness has occupied
a summer home at No. 671 Clackamas street, but for a half century before
he resided at the corner of Fifth and Flanders street, on property which he
inherited and which belonged to his father, who in the pioneer days of Port-
land became the owner of a quarter interest in the old Couch claim, the first
claim taken up from the government on the north side of the city. Through an
error in record George Hartness was numbered among the active and progres-
sive business men of Portland but in his later years has lived retired.

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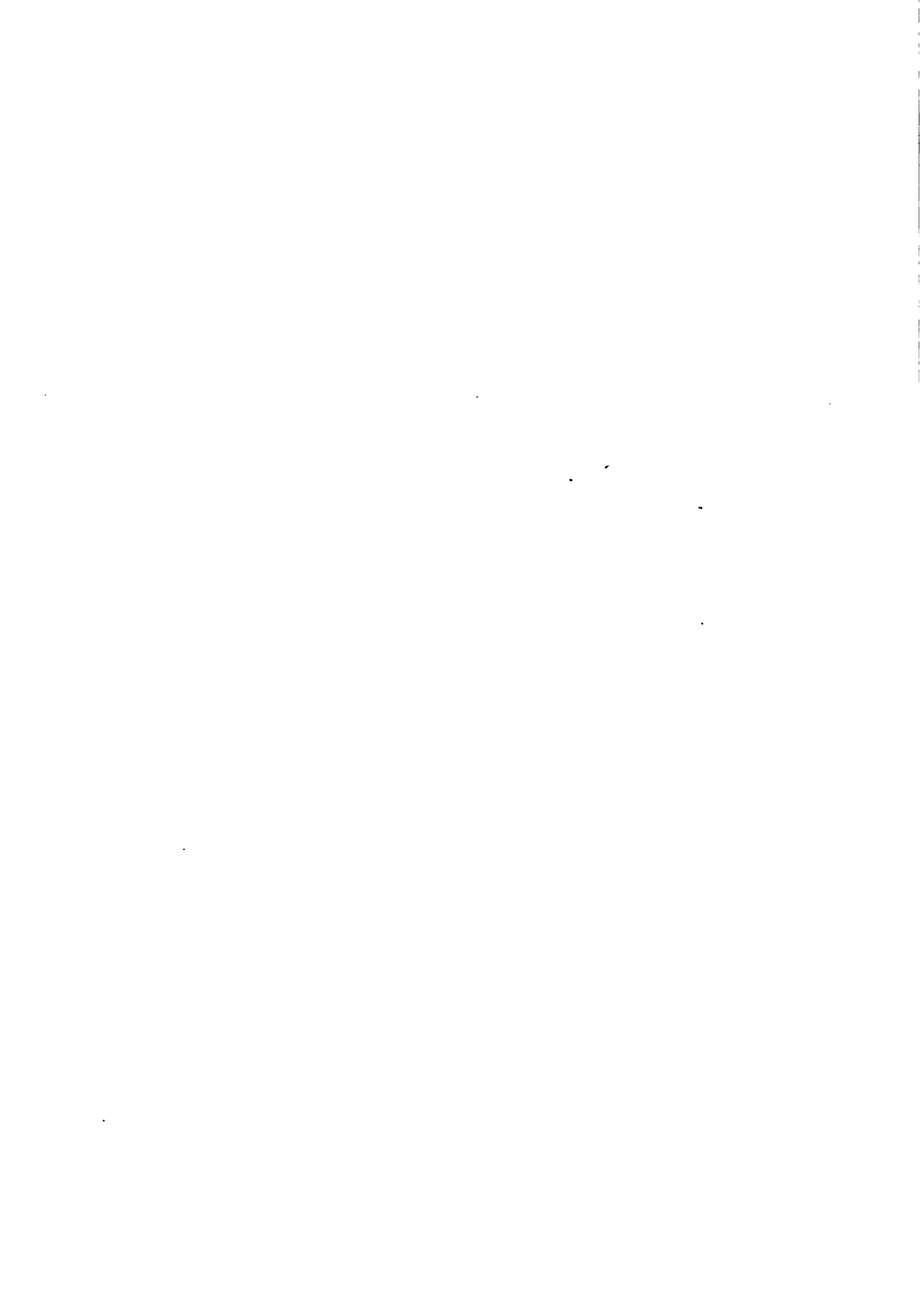
Christian Honnes was born in the city of Christiansand, April 7, 1859, a son of Knud and Gunhild Honnes. He was educated in his native land and, as is customary, was early apprenticed to learn a trade. After mastering the principles of the mechanical trades he learned shipbuilding, which is carried on very extensively at the ports of Norway. Like thousands of ambitious young men Mr. Honnes early decided to seek his fortune under more favorable auspices than prevailed in his native land. Accordingly, at twenty-one years of age, he landed from a vessel at the city of Philadelphia. From there he traveled westward to Minneapolis, Minnesota, where he readily found employment and where he prospered for six years. He came to Portland in 1886 and about 1888 formed a partnership with Charles Nelson as a shipbuilder at the foot of Oak street in this city. Later, on account of the necessity for larger quarters, the plant was moved to the foot of Wood street, where a prosperous and growing business has been maintained and is now flourishing as never before. The work turned out at this plant is proving highly satisfactory to the water carrying trade and the reputation of the firm has always been first class.

On May 22, 1881, Mr. Honnes was united in marriage to Miss Laurene Holst, a native of Norway. Two children were born of this union, both of whom have been called away. Mr. Honnes is a member of the Woodmen of the World but is not identified with many interests outside of a business which has occupied the most of his attention during the active period of his life. He has attained success by strict integrity, the conscientious discharge of all obligations and an unremitting attention to an industry in which he takes the greatest interest and which he thoroughly understands. Naturally retiring and modest, he has always kept his personality in the background, but no man is more sincerely honored by his associates or retains in a higher degree the confidence of his acquaintances than the subject of this sketch.

GEORGE HARTNESS.

During the past four years, or since 1906, George Hartness has occupied a beautiful home at No. 671 Clackamas street, but for a half century before had resided at the corner of Fifth and Flanders street, on property which he yet owns and which belonged to his father, who in the pioneer days of Portland became the owner of a quarter interest in the old Couch claim, the first claim taken up from the government on the north side of the city. Through an extended period George Hartness was numbered among the active and progressive business men of Portland but in his later years has lived retired.

He is one of the worthy citizens that Ohio furnished to the northwest, his birth having occurred in Massillon, that state, on the 7th of September, 1844. He was therefore ten years of age when in 1854 he accompanied his mother on the trip to Oregon. His father, Thomas Hartness, had arrived two years before. A native of Albany, New York, he was born September 5, 1817, and was educated in the Empire state. In early manhood he went to Ohio and secured work in a brickyard, having previously learned the trade in the east. In the Buckeye state in 1842 he wedded Miss Alice Clay, whose family has had an unbroken ancestral record since 1682, when Christopher Pennock settled in Pennsylvania. His descendants are now numerous in Connecticut, Pennsylvania and Ohio, and in the last named state annual family reunions are held. These people are noted for longevity and they have, on the whole, been successful in business, giving their attention largely to agricultural pursuits. They are justly proud of their ancestry and their inheritances, one of which is Primitive Hall, located in Chester county, Pennsylvania, so widely known in history. Moreover, the family have ever endeavored to hold high their standard of morality, mentality and physique, and have been valued citizens in the various localities

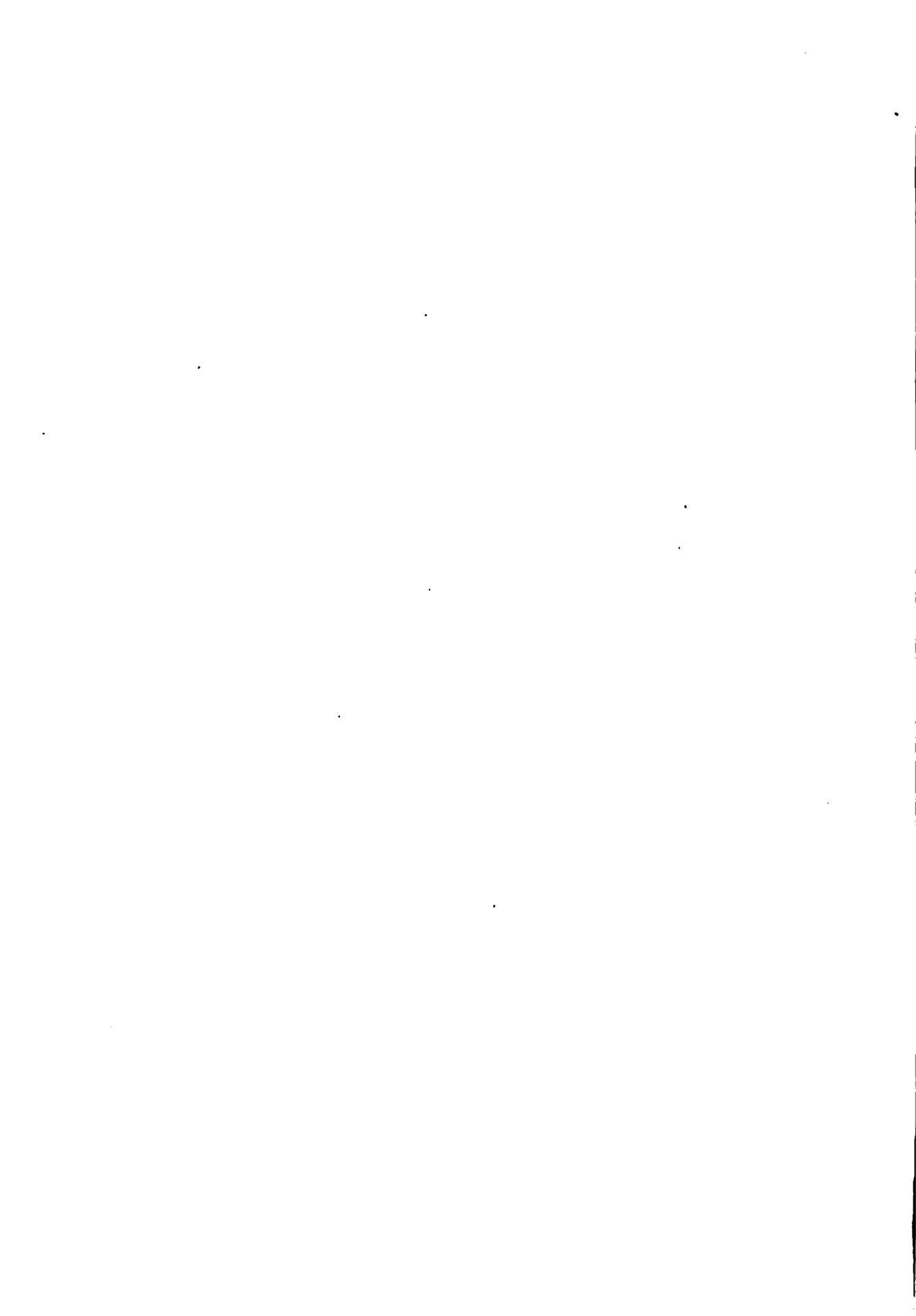




GEORGE HARTNESS



MRS. GEORGE HARTNESS



in which they have resided. Alice Clay belonged to that branch of the family that was established in Ohio, and there she gave her hand in marriage to Thomas Hartness. About the same time Thomas Hartness established a brickyard, the work being then done by hand. He was a great reader, and the accounts which he perused concerning the northwest and its opportunities determined him to try his fortune on the Pacific coast. He therefore made his way to New York city and sailed around Cape Horn, finally reaching Portland. This was in 1852. He found an embryo city, in which industrial activity had made but slight advances, and he at once established the first brickyard here, the enterprise being located on Glisan near Seventh street. Convinced that the future had good things in store for Portland, he sent for his family, and the mother and her children made the journey by way of the isthmus of Panama, which they crossed with mules and then embarked for San Francisco. Seven days' travel on steamboat brought them from the Golden Gate to Portland, and the family were soon established in a little home on the property which Mr. Hartness had purchased, he having become the owner of a quarter interest in the Couch claim. He continued in the manufacture of brick until 1865, when he turned over the business to his son George, who conducted it for two years. His death occurred in Virginia in 1884, while his wife, who was born in Massillon, Ohio, July 12, 1820, died in Oregon. They had six children, of whom five were born in the Buckeye state and one after the arrival of the family in Oregon. Two of the number died in early childhood and the others are: Thomas M., who died in 1873 at the age of twenty-two years; Adelia J., who became the wife of Samuel S. Douglas and died in 1872 at the age of twenty-three years; George; and Charles, who was born February 17, 1848, and is now a resident of Portland.

In the public schools of his native state George Hartness began his education, which was continued in the Portland Academy. The periods of vacation were devoted to assisting his father in the brickyard. In 1872 he accepted a position with the Oregon Transfer Company as clerk on the docks, at that time all transfers being made by teams to boats. That he proved a most competent and faithful employe is indicated by the fact that he remained with the company for fourteen years, being promoted from time to time until, ambitious to conduct a business on his own account, he became a partner in the Northwestern Transfer Company and was elected its secretary. His business ability, executive force and keen judgment were strong elements in the success which attended this venture. Under intelligent guidance the business continually grew and brought to its owners very substantial financial returns. In December, 1901, Mr. Hartness resigned as secretary and in January, 1903, he withdrew from financial connection with the business because of impaired health. He is now the owner of a splendidly improved tract of land of three hundred acres in Washington county, from which he derives a good rental. He has continuously made his home in Portland since 1854. In 1875 he built a residence at No. 294 Flanders street, this being on the site of his father's original landholdings, a tract that was originally covered with timber when it came into his possession. There he remained until 1906, when he erected his present residence at No. 671 Clackamas street.

Mr. Hartness was married in 1898 to Miss Candace M. Boyle, who was born near Atwater, Ohio, a daughter of John and Elizabeth (Elliott) Boyle, who lived originally in New York and afterward in Ohio. Her father died in that state in 1869 and her mother still survives there. Mrs. Hartness came to Oregon in 1892 and by her marriage has one son, George Victor, born July 31, 1900.

Mr. Hartness has long been a prominent member of the Odd Fellows society, which he joined on the 22d of February, 1876, becoming a member of Hassalo Lodge. He is today one of the oldest representatives of the order in Portland, has filled all of the offices and has also taken the degrees in Ellison Encampment, No. 2, while twice he has represented the subordinate organization in the Grand

Lodge. Mr. Hartness has also belonged to the Masonic fraternity since 1888, has attained the thirty-second degree of the Scottish Rite, and is a member of the Mystic Shrine, while he and his wife hold membership with the Eastern Star. His political indorsement has been given to the republican party since age conferred upon him the right of franchise, and it has been well known that his support might be counted upon to further any public project promoting the material, intellectual, social or moral welfare of the community. He belongs to the Pioneer Society of Oregon and to the Pioneers Historical Society, and he became one of the first members of the First Presbyterian church. His whole life has been in harmony with his professions, and he has ever manifested those sterling traits of character and of manhood which in every land and clime awaken confidence and regard. His name certainly deserves a place upon the pages of Portland's history, inasmuch as he has been one of her citizens for fifty-six years.

EMMOR J. HAIGHT.

In every line of business there are men who are able to see further than others. By some this is called intuition, by others good judgment, but call it what we may the fact remains that the farseeing men are the ones who become by natural right leaders in every community. Thirty years ago Emmor J. Haight decided that western Oregon was a land of great promise and time has proven that his decision was true. He demonstrated his faith by making this state his home and here his dreams have been largely realized. He was born at Chatham, Columbia county, New York, August 26, 1841, and is a son of Job and Phoebe Ann (Van Bunscothen) Haight. His father was a Quaker and his mother a descendant of the Van Rensselaers and the Van Bunscothens of New York. When he was four years of age he went with his parents by way of the Erie canal and the overland route to Wisconsin. This was before the days of the railroad and the principal means of travel were by walking or stage coach. He was educated in the common schools and at eighteen years of age came west as far as Iowa, where he remained during the earlier days of the Civil war.

In 1864 Mr. Haight, now twenty-three years of age, and ambitious to see the world and take advantage of any opportunities that might improve his fortune, crossed the plains to California and for a time made his home in Santa Rosa. He was also engaged in the drug business at Woodland, Yolo county, California. Through study of the official reports issued from the surveyor general's office at Washington, D. C., and also from the department of the interior, he gained a favorable impression of the Oregon country and decided to make his permanent home in the northwest. Since 1879 he has been a resident of Portland and during most of the time has been connected with the real-estate business, in which he has been quite successful. He has platted a number of additions to the city, which are now entirely built up, and property on the east side, which in his early days as a real-estate man had comparatively little value, he now estimates to be worth more than ten million dollars.

On the 13th of November, 1873, Mr. Haight was united in marriage to Miss Anna Peirson, a daughter of Dr. B. H. and Dora (Abernathy) Peirson. Her father was a pioneer physician of California. Four children have been born to Mr. and Mrs. Haight, three of whom are living: Clinton P., who married Bernice Howell and has one son, Clinton H.; Edna B. and Luella G. One daughter died in infancy. Mr. Haight is a member of the Ancient Order of United Workmen and in everything pertaining to the growth of the city has been for many years an intelligent and earnest worker, having been intimately connected with many changes which have marked the expansion of Portland for a generation past. He is one of the best informed real-estate men in the city and his

opinion and advice have great weight with many investors. In the evening of a busy life he is respected by old friends and as his policy toward clients has always been sincere and straightforward he retains the confidence and trust of those with whom he has had business relations. Mr. Haight has always voted the democratic ticket on national questions but in local affairs is independent, supporting the individual rather than the party.

PETER JEPPESEN.

Portland draws her citizenship not only from the sections of America but also from various parts of the old world. Every civilized nation is here represented and among the sons of Denmark who now claim Portland as their place of abode and are closely, actively and honorably associated with its business interests is Peter Jeppesen, who has here lived for nineteen years and for the past decade has carried on business as a brick-mason and cement contractor. He was born in Vordingborg, Denmark, on the 12th of April, 1861, a son of Henry and Anna Jeppesen. The father, a stone-mason by trade, is still living in Denmark.

Peter Jeppesen acquired his education while spending his youth in his parents' home, and resided in his native land until twenty-five years of age, after which he spent five years in Germany. He learned the brick-mason's trade in Denmark and continued to follow that pursuit throughout the period of his European residence. In 1891 he sailed for America, making his way direct to Portland, where he has since resided. For nine years he worked in the employment of others and during the past ten years has been engaged in contracting on his own account, taking contracts for brick and cement work.

In 1892 Mr. Jeppesen was married to Miss Anna Gihm, who was born in Denmark although her father was of German birth. Mr. and Mrs. Jeppesen were married in Portland and they have become the parents of three children, Alice, Erna and Dagmar. Mr. Jeppesen has always voted independently but he is much interested in the welfare of his adopted city and thoroughly in sympathy with the free institutions of this country and its principles of government.

JUDGE THOMAS J. CLEETON.

Thomas J. Cleeton, county judge of Multnomah county, was born in Schuyler county, Missouri, October 7, 1861. His parents were Thornton Y. and Lucy (Reeves) Clayton, the former a native of Kentucky and the latter of Virginia, both of whom went to Missouri as members of their respective families in 1832 and spent their entire lives upon a farm. Thomas J. Cleeton grew up in the country and received his preliminary education in the district schools of the neighborhood. He early exhibited a taste for intellectual pursuits and therefore continued his studies in the Lancaster high school and later at the State Normal School at Kirksville, Missouri. He began his active career as a school teacher and continued for twelve years in that vocation, during which time he gained an enviable reputation both as an instructor and as a school manager. His ability was recognized by his election as county superintendent of schools in Schuyler county, Missouri, and later in a similar capacity in Columbia county, Oregon.

After some years' experience as a teacher Mr. Cleeton directed his attention to the study of law and became a student in the office of Judge Sheton, at Lancaster, Missouri. In April, 1891, he came to Oregon and located at St. Helens, Columbia county. He was admitted to the bar at Salem in 1894 and in the same year was elected to the state legislature from Columbia county. An honorable record in the general assembly assisted in further advancement in political hon-

ors and for a period of four years, from 1896 to 1900, he acted as prosecuting attorney for the Fifth judicial district of Oregon. In the latter year he removed to Portland, where he was engaged in a prosperous general practice until March, 1910, when he was appointed county judge of Multnomah county. This position he has filled with the highest credit to himself and the satisfaction of the people of the county.

On December 24, 1893, Mr. Cleeton was united in marriage to Miss Maud Esta Shannahan, a daughter of Alfred and Sarah (Colton) Shannahan, of Forest Grove, Oregon. Her father came from Indiana and was a veteran of the Civil war. Her mother was a native of Pennsylvania.

Mr. Cleeton has been for many years identified with the republican party and is an ardent advocate of its principles. He is a member of the Masonic order, the Benevolent and Protective Order of Elks, the Moose and the Knights of Pythias. He has made many friends since coming to Portland and, having had an extensive experience as an educator and a lawyer and being a close student not only of books but of men, he has successfully filled every position which he has occupied. He is a clear and forcible speaker, a logical thinker and in his public addresses he clothes his ideas with an originality that attracts and holds the attention. As county judge his decisions have been uniformly fair and free from prejudice and partisanship and his administration has met with general approval.

A. W. MARKLE.

Among the newspaper editors of western Oregon A. W. Markle, editor and proprietor of the St. Johns Review, occupies an honorable place. Although a young man he had the advantage of an early start in a profession which calls for alertness and talent, not absolute requisites in many other vocations, but highly essential in order to achieve success in the newspaper field.

Mr. Markle was born in Clearfield county, Pennsylvania, in 1874, a son of H. H. and Catharine Markle, who are still living at the old home in Pennsylvania. He was educated in the city schools of Clearfield and began his business career by learning the printer's trade in his native place. After having gained a good knowledge of operations in a newspaper office. Mr. Markle went to Houtzdale, Pennsylvania, where he purchased an interest in a newspaper, which he conducted for five years. Having disposed of his holdings there he next engaged in a similar venture at Windber, Somerset county, Pennsylvania, where he filled the position of editor and proprietor of a paper for three years. He then returned to his home town, where he became city editor of a local paper and was also interested in the publication of a magazine.

In order to secure the advantages of a change of climate and probably also actuated by that instinct which leads to migration from old and familiar scenes and has been the means of carrying civilization even to the most distant countries of the world, Mr. Markle came to Oregon in 1904. He first located in Hood River where he engaged in the printing business, of which he had already gained a very thorough knowledge. In 1905 he came to St. Johns and bought an interest in the St. Johns Review, finally purchasing the interest of his partner. The Review is the only paper published in St. Johns and is conducted on broad and conservative lines which meet the demands of the locality and assist in the growth of the community. Mr. Markle started at the case—the right place for beginning in the newspaper business. There he learned how to express himself clearly as a writer and years of practice have made him an adept at the art. As an editor he is in favor of every movement that tends to the public good and while he does not spare those who offend by violating the law in public office, he has never yielded his talents to that style of journalism which has

selfish or personal considerations as its basis. He is respected for his gentlemanly qualities and now, just entering the prime of an honorable career, gives promise of many years of usefulness in a field where ability always meets a merited recognition.

In 1900 Mr. Markle was united in marriage to Miss Daisy Dickson, of Clearfield county, Pennsylvania, and unto them have been born three children, Vernon, Kathleen and Wilbur. Mr. Markle has always been identified with the democratic party, although never an extremist, and in local affairs generally supports men, rather than party. He is a member of the Knights of Pythias, the Woodmen of the World and the Owls, and he and his family hold membership in the Lutheran church. Mr. and Mrs. Markle are prominent in the social circles of the community and in every way possible render effective service in the promotion of its permanent welfare.

SEID BACK, SR.

Seid Back, Sr., a successful Chinese merchant of Portland, who has spent more than forty years in the United States, was born in San Way Chung Sar, China, November 18, 1851. He is the son of Seid Yow King, who traced his ancestry back for many generations in the celestial kingdom. Seid Back was educated according to the customs of his country until he was seventeen years of age, when he came to America, locating in Portland. This was shortly after the Civil war and he spent the first eight years of his experience in a new country at various kinds of work, but in 1876 embarked in the grocery business, in which he has since continued. Owing to his pleasing address and natural adaptability to mercantile affairs he has made many friends, both among business men and all other classes and acquired financial independence. He is a leader among his people and for a number of years has acted as a contractor of Chinese labor, operating quite extensively in this line. In 1875 he was united in marriage to Miss Chong Quey Choy, from whom he was separated by her death in 1894. In 1894 he was again married, his second union being with Miss Ching Won, who now presides over his household. As a result of the first union a son was born, a review of whom follows.

Seid Back, Jr., was born in Portland, December 11, 1878. Until he was thirteen years of age he was under the instruction of private Chinese teachers, thus receiving the education accorded to sons of wealthy citizens in China. At the age of thirteen he began attending the Baptist Chinese Mission night school at Portland, where he continued for five years and gained a good knowledge of the English language. Having shown a decided tendency in the direction of scholarly pursuits, he became a student in the old Bishop Scott Academy in Portland in 1898 and for two years enjoyed the advantages of a well conducted educational institution which assisted him materially in making further progress. After leaving the academy he entered the store of his father and for three years was identified with mercantile pursuits, never losing sight of the fact, however, that his destiny lay in another direction. Having attracted the attention of the United States Immigration Bureau, which is affiliated with the department of commerce, he was invited to lend his assistance as interpreter and for three years acted in that capacity, his services proving so satisfactory that in 1906 he was appointed Chinese interpreter at large, in which position he continued for three years, traveling extensively throughout the country and becoming quite familiar with the methods of thought and business in the American republic. As early as 1903 he began the study of law in the law department of the University of Oregon and in 1907 he was graduated with the degree of LL. B. In June of the same year he was admitted to practice in the state courts of Oregon and in July following was admitted to the district and circuit courts of

the United States for the district of Oregon. He has the distinction of being the first Chinese who was admitted to practice in the American courts. He was the originator of the American-Born Chinese Association, which was organized in 1900 for the purpose of social, mental and physical advancement of American born Chinese boys. This association still continues in existence. Mr. Back casts his vote with the republican party and is apparently just entering upon an honorable and successful career.

ARCHIE MASON.

Few men have contributed more toward the development and upbuilding of Portland in recent years than Archie Mason, well known as a general contractor. He was born in Tioga county, New York, March 15, 1861, a son of William W. and Esther (Brooks) Mason, his father being a native of New York, and his mother of Pennsylvania. The latter dying while he was still a boy, he came westward to Michigan and took up his home with Bradley Hayes, a farmer and lumberman, continuing with him for twelve years and working his way up until he was placed in charge of the lumber camp.

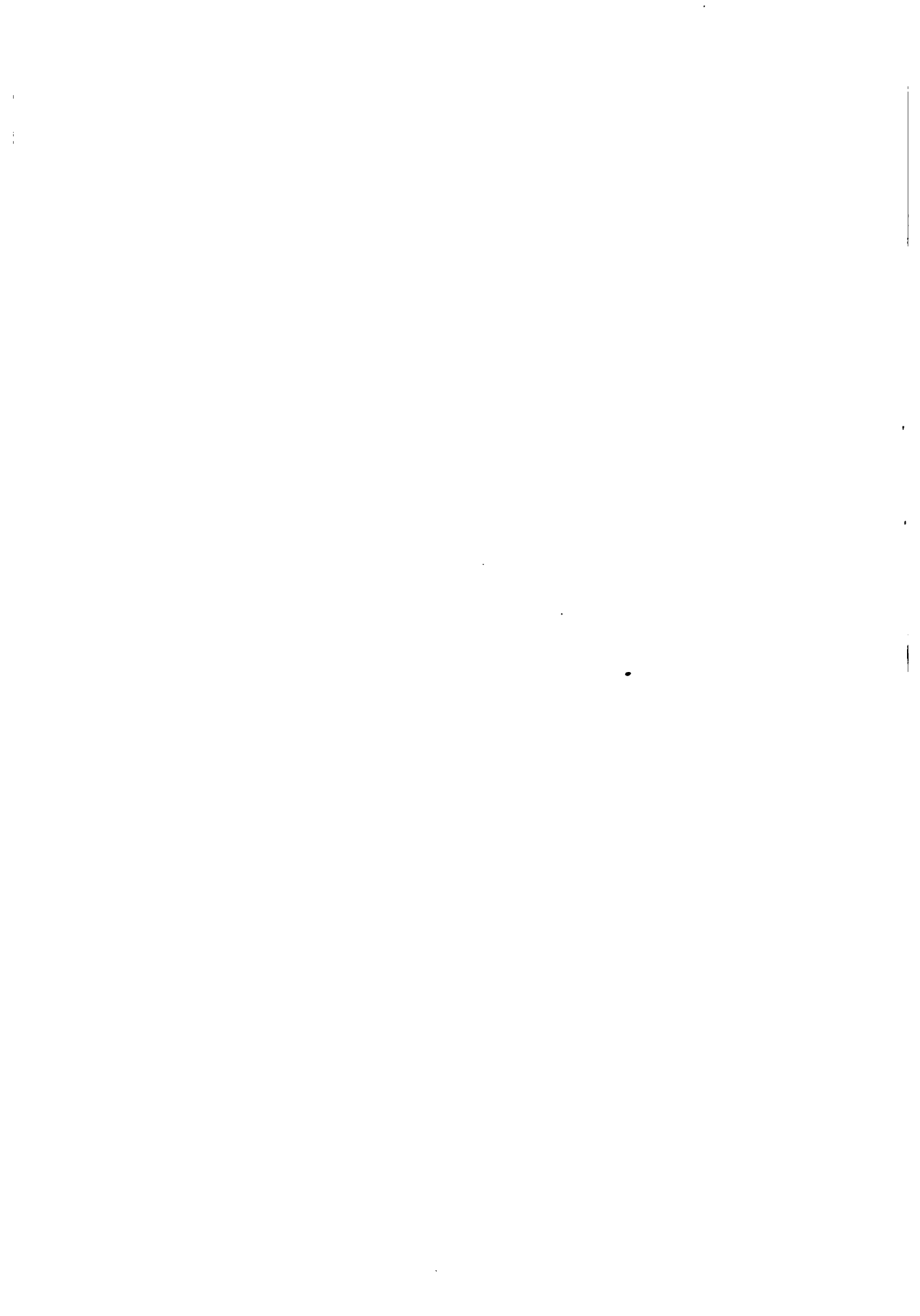
At the age of twenty-five Mr. Mason decided to seek a new field for the exercise of his energies and selected the northwest as the region that presented the most favorable outlook for a young man. Coming to Portland, he entered general contracting on his own account, beginning upon a small scale. At the end of eighteen months he went to Salem, Oregon, and engaged in the sand and cement business in addition to handling such contracts as he could secure. He continued to make his headquarters there until March, 1897, since which time he has resided at Portland.

In the course of the years that have passed since he began as a contractor in Oregon, Mr. Mason has performed a large amount of work that will stand for many years as an evidence of his energy and skill. He assisted in reconstructing the railroad of the Oregon Railroad & Navigation Company, and in building a large portion of the Snake River line for the same company, and also portions of the Columbia Southern & Sumpter Valley Railroad, and the branch into Windland for the Southern Pacific Railway. He built the irrigation canal for the reclamation service of the United States government in connection with the Klamath project. In the early part of his career he was the builder of the Oregon Water Power line at Estacada and the portion of the Mount Hood Railroad, which has been completed. He has had charge of a large amount of sewer work and sidewalk construction and graded the grounds around the state house at Salem. While working on the Klamath project, he employed three hundred men. An important part of this work consisted of the construction of a tunnel through solid rock three thousand three hundred and fifty feet in length, which the contract required to be arched with cement. This he considers one of the most important undertakings with which he has been connected. Mr. Mason has had charge of a number of contracts in this city for paving, grading and filling and has several contracts of that nature now upon his hands, among them the paving of Whitaker and First streets with concrete, the grading of the streets for the west half of Laurelhurst, and many other improvements in sewers, etc., for this entire addition. He has the contract for the Portage Railroad at The Dalles and also for grading Council Crest, and in his operations has shown an ability that places him in the first rank among large contractors of the Pacific coast. He is the owner of a two hundred and twenty-five acre farm in Washington county.

On the 24th of December, 1880, Mr. Mason was united in marriage at Lansing, Michigan, to Miss Margaret Roach, who is a daughter of Michael and Ellen (Phipps) Roach, natives of Ireland and New York state, respectively.



ARCHIE MASON



Five children have been born of this union, three of whom are living: May, the wife of Frederick Williams and the mother of two children, Clyde and Genevieve; Esther; and Arthur J.

Mr. Mason is politically identified with the republican party and takes the interest of a public-spirited citizen in the election of reputable men to office. He is a member of the Masonic order and the United Artisans, and he and his wife are both affiliated with the Congregational church. He is a man of liberal tendencies, and one who is thoroughly interested in the permanent prosperity of the city, having contributed largely to the development and improvement of South Portland. His constant aim is to perform his duty according to the best of his ability, and as he has in his business dealings always been prompt, reliable and trustworthy, he has the confidence of the business men and the respect of the entire community. As a recreation, he enjoys hunting and fishing.

MARK A. M. ASHLEY.

Mark A. M. Ashley, cashier of the banking house of Ashley & Rumelin, of Portland, was born at Fort Ann, New York, June 15, 1863. His father, George Ashley, was born and reared upon a farm in Fort Ann, a farm which was in the family for nearly one hundred and twenty-five years. Upon that place he lived until he retired from active business, after which he came to Portland, where he died several years ago. In early manhood he married Rhoda Miller, who is still living in this city at the age of seventy-three years. The Ashleys came originally from England about 1630, the ancestral home being established in Massachusetts, from which time to the present there is a complete genealogical record.

Mark A. M. Ashley was the second of four children, of whom Roscoe Ashley is associated with his brother in business, while a sister, Mrs. C. E. Rumelin, is also a resident of Portland. Pursuing his education through consecutive grades, Mark A. M. Ashley attended the high school of Fort Ann, New York, and pursued a commercial course in a business college at Poughkeepsie, New York. In August, 1883, he left the Atlantic seaport for the Pacific coast and spent four months in San Francisco, after which he came to Portland, arriving in this city on Christmas day of 1883. On the 1st of January, 1884, however, he returned to San Francisco, but on the 28th of February once more arrived in Portland, where he has resided continuously since. Here he turned his attention to the advertising business, in which he continued for a year or two uninterruptedly and to a greater or less extent until 1907, when he and his partner sold out the street car advertising business. For many years they also owned the advertising privilege in the street cars of Tacoma, Salem and Astoria. About 1885 they turned their attention to the real-estate and mortgage loan business, in which they continued until about 1907, handling only their own properties. In 1885 C. E. Rumelin had become associated with Mr. Ashley, forming a partnership which a few years later was reorganized and the original firm name of M. A. M. Ashley & Company was changed to Ashley & Rumelin, although the advertising business was always conducted under the former style. In April, 1907, they organized and incorporated their banking business under the name of Ashley & Rumelin, bankers, and now engage exclusively in a general banking business, to which they had been gradually drifting. This includes all branches of banking. After the 1st of February, 1911, they will occupy new quarters at the corner of Second and Stark streets, affording them larger accommodations.

On the 17th of July, 1889, in Portland, Mr. Ashley was united in marriage to Miss Mabel W. Willis, a daughter of P. L. Willis, of Portland. They have two children: Willis S., fifteen years of age; and Roscoe G., fourteen years of age. The family reside at No. 889 Savier street.

For twenty-six years Mr. Ashley has been continuously connected with Portland's interests and now devotes his entire attention to the upbuilding of a business which is a prominent feature in the banking circles of the city. As a citizen he is interested in everything pertaining to the general good nor withholds his support from projects which need the loyalty and co-operation of the general public. His keen perception and honesty of purpose are counted among his chief characteristics and have contributed in large measure to the gratifying success which is attending his efforts.

JAMES W. CHASE.

James W. Chase was a resident of Oregon from June, 1851, until his death, which occurred September 14, 1910, his remains being interred in Mount View cemetery, Oregon City. He was born in Vermont on the 29th of October, 1834, and was a son of Sisson and Dorothy Chase. The father was born in Rhode Island on the 6th of February, 1786, only a few years after the close of the Revolutionary war, and the mother's birth occurred in Greenfield, Massachusetts, May 16, 1792. Attracted by the opportunities of the west, they resolved to come to the Pacific coast and after living for a few years in Iowa they left that state in 1850 and traveled to Salt Lake City. There they spent the winter and in the early spring of 1851 continued on their way to Oregon, where they arrived in the month of June. They were accompanied by four sons and two daughters: Charles, Houston, James W., Andrew, Violet and Lucinda. The elder daughter was the wife of A. M. Harding, and Lucinda became the wife of William Partlow of Oregon City. On reaching their destination, the father took up a claim at Springwater near Eagle Creek, and to provide for his family followed the occupation of farming, developing a good property. He died, however, on the 7th of May, 1864, and his wife passed away on the 28th of July, 1876. Both were well advanced in years when called to their final rest.

James W. Chase, by reason of his residence in different sections of the country, became familiar with life in New England, in the middle west, and upon the Pacific coast. He was about fourteen years of age when the family went from the Green Mountain state to Iowa, and was a youth of seventeen when they started upon the trip over the prairies and the long stretches of hot sand that at length brought them to Salt Lake. After arriving in Oregon, he aided his father in the arduous task of developing and improving a new claim, but in those experiences laid the foundation for a robust manhood that enabled him to do much hard labor in later years. Taking up his abode in Oregon City, he there became connected with the mechanical department of the Oregon City Woolen Mills, which he represented in that way for many years. He was not only capable, but also most loyal to the interests of his employers and enjoyed their full confidence and trust. His last days, however, were spent in retirement, having passed the seventy-sixth milestone on life's journey.

When twenty-four years of age, Mr. Chase was married to Miss Sarah Augusta Stevenson, a daughter of John W. and Sarah Stevenson, of whom a sketch appears in another part of the work. Their union was blessed with six children, namely: Ivan, now a resident of Colfax, Washington; Ednetta S., the wife of Samuel Dillman; Dorothy H., the wife of Gilbert L. Hedges; Sade Hazelton, the wife of Austin Howland, a resident of Grants Pass, Oregon; Ina Miranda, the wife of S. Adams of Oregon City; and Olney, who was drowned in the Willamette river in 1890.

Mr. Chase was always interested in public progress and was numbered among the loyal and progressive residents of Oregon City. His fellow townsmen, appreciating his worth and ability, called him to office and for twenty years he served as a member of the city council. It was a record of which he had every

reason to be proud, for it indicated how loyal he was to duty and how faithfully he served the best interests of the city. Abraham Lincoln said: "You can fool all of the people some of the time and some of the people all of the time, but you can't fool all of the people all of the time." This fact is again and again demonstrated in political life. There are times when unscrupulous and untrustworthy men are elected to office, but sooner or later their disloyalty is bound to be found out, and the public rises in protest against such service. When a man is again and again elected to office, therefore, it is proof that he is worthy of the trust reposed in him and that his public work results in practical values. As one of the aldermen of Oregon City, Mr. Chase did excellent work for its interests and as one of the representative residents of this community, well deserves mention among the pioneers of the Willamette valley. He was an advocate of municipal ownership of public utilities, and was the first man to propose the city buying the water-works, but met with decided opposition. After some years, however, he succeeded in having the city purchase the plant, which has proved a paying investment.

PATRICK RALEIGH.

Patrick Raleigh was one of the pioneer merchants and former business men of Portland, who early had the prescience to discern what the future held in store for this great and growing country, so that he invested largely in real estate and thus founded a fortune for his family that includes a large proportion of the valuable business property of the city. He is yet remembered by many of Portland's residents of the middle of the nineteenth century.

He was born in the parish of Buff, in the county of Limerick, Ireland, January 1, 1817, and it is supposed that he is descended from Sir Walter Raleigh. He emigrated from Ireland and came to the United States when about twenty-one years of age, landing at New York, where he obtained employment in the dry-goods house of Lord & Taylor, which is still in existence. Later, removing westward to Dubuque, Iowa, he there opened a dry-goods store, which was destroyed by fire about the time of the gold excitement in California, and he joined the westward stampede, hoping, like thousands of others, to attain wealth on the Pacific coast, which was being so rapidly developed. He made the journey by way of the isthmus of Panama, arriving at San Francisco in 1851. He did not seek wealth in the mines, thus turning his attention to pursuits with which he was utterly unfamiliar, but continued in the field of labor with which he had acquaintance and experience.

Prior to leaving the east, Mr. Raleigh purchased a stock of goods in New York, which he shipped on the sloop Mathew Vassar direct to Portland, it requiring six months to reach here. In the meantime he and his family also traveled by sea, but reached their destination some time before the arrival of the sloop. At length when he received his goods, he opened a general mercantile store and from the beginning prospered in the undertaking, soon building up a substantial, growing and profitable business. Extending his efforts about 1861, he opened another store near the Grand Ronde reservation. As he prospered in business he invested his increasing capital in land. The growth of Portland has shown the keen insight which he displayed in making such investments, some of which now constitute the highest priced realty in this city. He purchased and platted what became known as Raleigh's addition to the city of Portland, and it constitutes one of the most important districts, as much of the retail business center of the city is now located thereon. It was in this addition that Portland had its first baseball grounds. In all of his business affairs he displayed remarkable discernment and sound judgment, and carried to successful completion everything that he undertook. There is still standing on First street a brick building

which he erected in early days, and another on the southeast corner of First and Stark streets, which is a three-story structure and was considered very large and imposing when built.

Mr. Raleigh was a Catholic in his religious faith, and on the 2d of February, 1844, in accordance with the rites of the church, he was married in New York city to Miss Mary Louisa Kain. He died in 1868, leaving eight children: Mrs. C. A. Trimble; John S. Raleigh; Albert C. Raleigh, since deceased; Mrs. M. M. Gearin; Mrs. Ella E. McCormick; Mrs. F. E. Kelly; William T. Raleigh; and George M. Raleigh, since deceased. The family from the beginning of their residence have been prominent in the city, and the increasing value of their real-estate holdings have given them place among the wealthy residents of Portland.

RICHARD BENJAMIN MILLER.

Richard Benjamin Miller has throughout the entire period of his business career been identified with railroad interests and the steps in his orderly progression are easily discernable, bringing him at length to his present position of responsibility as traffic manager for the Oregon Railroad & Navigation Company and the Oregon-Washington Railroad & Navigation Company, and general freight agent for the Southern Pacific Company's lines in Oregon.

He was born in southern Idaho on the 8th of April, 1870, and, after acquiring his education in the public schools, he sought the opportunity of providing for his own support in 1886 when sixteen years of age, as an employe of the Oregon Railway & Navigation Company at Portland. He has been continuously with this company to the present time except during the period from the 1st of September, 1901, to the 15th of May, 1902, when he occupied the position of general freight and passenger agent for the Southern Pacific Company's lines in this state. He still remains as general freight agent for the Southern Pacific in Oregon, and, returning to the Oregon Railroad & Navigation Company, he was appointed its traffic manager and also traffic manager for the Oregon-Washington Railroad Company. Almost a quarter of a century's connection with railway service has made him thoroughly informed concerning the work of this department, and his increasing ability has been attested in the promotions which have come to him, bringing him at length to a place of large responsibility. He is a member of the Arlington and Commercial clubs of Portland; the Spokane Club of Spokane, Washington; the Arctic Club of Seattle; the Commercial Club of Tacoma; and numerous other clubs.

JOHN SUTTON.

In the early period of steamship navigation along the Pacific coast, John Sutton was well known as an engineer. He is remembered here by many of the early settlers as that type of hardy pioneers through whose fortitude and determination a new country is settled and developed to success.

He was born at St. Georges, Delaware, April 30, 1823. His father was Dr. James N. Sutton, a prominent man of the state of Delaware, and his mother was a direct descendant of the house of Stuarts of Scotland. She died when her son was but two years of age. He was sent to a preparatory school and later attended the West Point Military Academy, where he was a classmate of Ulysses S. Grant. He afterward joined the United States navy and served for three years under his uncle, Commodore Newton. He was in the Mexican war while with the navy.

In 1850 Mr. Sutton arrived in California, where he engaged in a private shipping business with which he was connected throughout his entire life on the coast. He was in a number of wrecks, one on the Mississippi river before going to California. He finally lost his life at sea, on the 27th of January, 1873, when the ship *George S. Wright* went down with all on board. The boat plied between Portland and Alaskan ports, and the only bodies ever found were those of a cabin boy lashed to a chair and Major Ealker a paymaster in the United States army. Mr. Sutton showed a preference for Portland and invested in property there and used his influence, which was widespread, he having run at various times on vessels plying between Panama and Alaska, for the benefit of his home city.

In September, 1848, Mr. Sutton was united in marriage to Miss Anna Beatrice Dolan, a daughter of Charles Dolan of Boston, Massachusetts. Mrs. Sutton was born June 29, 1829, and died April 15, 1905. She kept their children together after her husband's death, educated them and gave them every opportunity possible. She had a family of nine, namely: Julia Ann, the wife of G. B. Wright, deceased; Margaret S., the wife of George J. Ainsworth, deceased; Mave, the wife of Otis Sprague, of San Francisco, California; James N., of Portland; Jennie K., the wife of Alfred Wheeler, of Nelson, British Columbia; John Grant, of San Francisco, California; Albert of Hood River, Oregon; Ada V., the wife of Arthur E. Bull of Boston, Massachusetts; and Herbert G. Sutton of San Francisco, California.

EDWARD F. DAY.

Among the citizens who are pleasantly located in St. Johns is Edward F. Day, for many years a sheep-raiser and now living at leisure after a successful contest in the quest for fortune. He was born at Detroit, Somerset county, Maine, December 24, 1847, and lived there until he was twelve years of age, when he went to work upon a farm. His education was limited to the common schools, but he has been a man of reading, observation and acquaintance with the world, by means of which he has gained a great deal of valuable knowledge which cannot be obtained from books. Having been thrown upon his own resources very early in life, he learned those lessons of self-reliance and self-control that are so important in shaping one's career.

When he was nineteen years of age he came to the conclusion that the Pacific coast region was a more promising field for a young man who depended upon his own exertions than the older settled regions of the east. He accordingly went to New York, where he took passage for the isthmus of Panama, which he crossed by rail and then continued his journey northward by boat to California. He first settled in Mendocino county and lived there for three years, at the close of which time he was attracted to the mines of Nevada, where he labored faithfully for one year. At this time he was seized with a desire to revisit old scenes and, returning to the east, was engaged in the lumber business at Lewiston, Maine.

In 1879, however, Mr. Day resolved to become a permanent resident of the northwest and he came to Morrow county, Oregon, where he bought a ranch and turned his attention to sheep raising, in which business he continued for twenty-five years. During that time, by industry and good judgment, he became highly prosperous and five years ago he removed to St. Johns, where he has since made his home. He has great faith in the future of this region and has demonstrated his faith by extensive investments in real estate and by assisting in many ways in advancing the permanent interests of St. Johns.

Mr. Day has been twice married. His first wife was Elvira Norton, a daughter of Stephen Norton, of Mount Vernon, Maine, to whom he was united Sep-

tember 20, 1873. On October 2, 1888, he was again married, his second union being with Miss Didanna Hart, a daughter of R. C. and Eudora Hart, of Heppner.

Mr. Day is a member of the Masonic order and still retains his connection with the blue lodge and chapter at Heppner, Morrow county, Oregon. As the result of a perseverance which has been one of his prominent characteristics through life and also an energy and business ability, he is now enjoying the fruits of many years of toil. Few men in the northwest are better acquainted with the industry to which he devoted his time and attention for a quarter of a century. He has gained the confidence and good-will of all with whom he has come in contact, and the friends and associates who have known him longest are those who are now numbered among his best wishers.

EGBERT A. RANKIN.

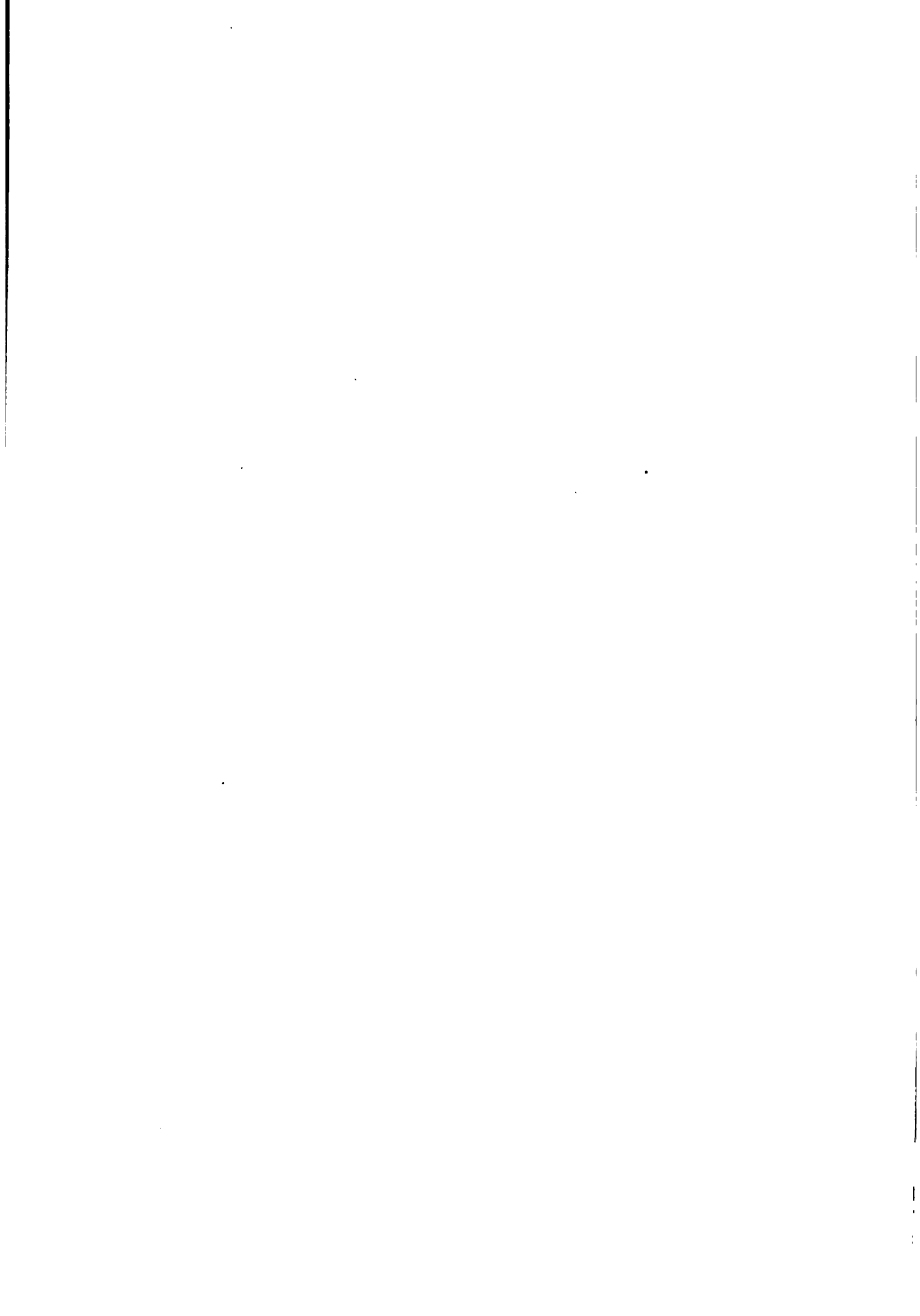
Egbert A. Rankin is now conducting a contract plastering business, the process of application of the plaster being known only to himself. The work is satisfactory in the highest degree to those who have employed Mr. Rankin, and his business is constantly increasing. Portland has numbered him among her residents since 1881. He was born near Chariton, Lucas county, Iowa, on the 23d of March, 1856, a son of E. C. and Eveline (Bryan) Rankin. The father was a farmer and stock raiser, and the youthful days of Egbert A. Rankin were passed in the usual manner of farm lads. He acquired his education in the public schools and through the periods of vacation worked in the fields. He continued at home until twenty-one years of age, and on attaining his majority he began learning the plasterer's trade. He resided in Iowa until about 1875, when he went to Kansas with his father, establishing his home at Great Bend. It was there that he learned his trade. He spent six years in the Sunflower state and at the end of that time came to Portland, since which time he has lived in this city and vicinity.

Following his arrival here, Mr. Rankin first engaged in the plastering business for about two years as a journeyman. About 1883 he purchased a grocery and bakery, which he conducted for eighteen months, his business being located on Union avenue between Oak and Pine streets. Later he conducted a cheese ranch, which was known as the Sandy Ranch Cheese Factory, and it was here that the first cheese was made in Oregon. Mr. Rankin carried on the business for six years, and afterward continued in the dairy and other business lines until about 1890, when he began contracting as a plasterer. He has continued in this business to the present time, and has devised a method of plastering known only to himself. He is the only man in Portland doing his work in this way. He received the contract for the plastering of a fine apartment building for Mr. Ray on Sixteenth and Kearney streets, also an apartment building for Mrs. Sullivan on Twenty-first and Johnson streets. He was awarded the contract for plastering the Blazier home on Wasco street, and has plastered about thirty houses in Irvington and Holladay additions, the C. E. Moulton residence on Twenty-sixth and Lovejoy, and the adjoining house belonging to Mr. Peacock.

On the 16th of December, 1877, Mr. Rankin was married to Miss Nettie Fausel, a daughter of C. C. and Frances (Clarke) Fausel. Mrs. Rankin was born in Quincy, Illinois, and in 1872 removed with her parents to Great Bend, Kansas, where she was married. Unto Mr. and Mrs. Rankin were born eight children, of whom one died in infancy. Those still living are: Erv, who works for his father; Nellie; Jack Egbert, who is also with his father; Nettie Mae and Grace F., both of whom are teachers; Callie, a student; and Baby Rankin. The youngest child is about nine years old and has always been called Baby Rankin.



E. A. RANKIN



For twenty-seven years Mr. Rankin has been a member of the Masonic fraternity, and is much interested in the order and its purposes. He joined Columbia Lodge, A. F. & A. M. of Portland in 1883, and remained a member of that lodge until Fairview Lodge No. 92, A. F. & A. M. was instituted, when he became a charter member of that lodge in 1887. Twenty-nine years' residence in Portland has made him widely known in business circles. The success which he has achieved is attributable entirely to his own labors. There have been no unusual chapters in his life history, but his earnestness and energy have enabled him to triumph over difficulties and obstacles and gradually advance toward the goal of success.

CHARLES B. MERRICK.

Charles B. Merrick, since July, 1910, postmaster of the city of Portland, is a remarkable instance of the profound truth which has been distinctly set forth by clear thinkers in recent years, that man possesses the ability to control circumstances. Obstacles that might have disheartened less resolute men, have presented themselves in the course of his career, but he early resolved to accomplish worthy aims and to him no difficulty has been insurmountable. His life has been governed by the principle, expressed by the words: "Find a way or make it," and his present position of responsibility is a result of strict adherence to this idea. He has learned in the course of fifteen years spent in more than ordinary activity that most of the obstacles to advancement are phantoms which quickly disappear before the ambitious spirit fired with an unalterable determination to win.

Born in Saginaw, Michigan, July 30, 1873, Mr. Merrick is thirty-seven years of age and may be said to have just fairly entered upon the possibilities of a long and useful career. He removed with his parents, Joseph E. and Margaret J. (Doyle) Merrick, at two years of age to Bay City, Michigan, where the family resided for nine years. His father, being interested in the lumber business, next moved his family to the lumber fields of Ogemaw county, Michigan. There the son grew up under the strengthening influences of a healthy country life, attending school at West Branch, Ogemaw county. At eighteen years of age he began life for himself as a school teacher and for four years he taught in the district school at the same time continuing his studies and laying a good foundation for general knowledge. The restraints of the schoolroom caused the young teacher to heed the call of the city, and at twenty-two he gave up teaching, went to Detroit, the principal city of Michigan, and entered the employ of the J. L. Hudson Company, owning a large department store.

Attracted to the law, Mr. Merrick took up the night course of the Detroit College of Law with the class of 1899. In the meantime, however, the Spanish-American war awakened a great wave of patriotism throughout the entire country and the law student dropped his books and in the spring of 1898 enlisted in Company M, Thirty-third Regiment Michigan Volunteer Infantry. He enlisted as a private, but his close attention to duties attracted favorable notice of officers of the company and at the close of three weeks he was invited to the captain's presence and appointed corporal of the company. As fortune would have it, Company M was the only company of the regiment from Detroit that actively participated in the Cuban campaign. While in Cuba Corporal Merrick was taken down with yellow fever and before he had completely recovered from that disease contracted typhoid fever. A good constitution resisted the inroads of both attacks so successfully that the patient was sent home to convalesce in a hospital in Detroit. Shortly after leaving the hospital a third attack manifested, this time as pneumonia. Never for one moment did he cease to fight for his life and he came through victorious, although he lost a year at the law school,

and in taking up his studies again found himself among new classmates. He was graduated in law in 1900, but has never practiced. The study, however, has proven of lasting benefit, as it is probable that no subject is more favorable to the broadening and strengthening of the mind than the study of law when conscientiously pursued.

Mr. Merrick became identified with newspaper work and was connected with several newspapers of the middle west. He also traveled extensively as representative of the United States Graphite Company. In the course of his travels he visited the Pacific coast and was irresistibly attracted by the advantages of the great region of which Portland is one of the leading centers. He located here in 1905 and was made secretary of the Portland Retail Grocers Association. He then organized and became secretary of the Oregon Retail Merchants Association, which position he still continues to hold. This association extends to all parts of the state, and is a leading agency in the development of an important factor in the business world. Mr. Merrick has been editor of the Retail Grocers Magazine since 1905 and has been instrumental in no small degree in building up the mercantile interests of the state. On January 1, 1910, Mr. Merrick was appointed register of the United States land office at Portland. This position he held for six months, when he resigned, having received appointment from President Taft as postmaster of Portland. His administration has proven entirely satisfactory not only to the business interests, but to citizens generally. Although a republican, he has placed faithful service above party and his experience has taught him that there are good men in all political parties. Being gifted with a pleasing address, a sympathetic nature and right views of life gained by actual contact with realities of the world, Mr. Merrick is especially qualified for the honorable position he now occupies.

On the 27th of June, 1906, Mr. Merrick was united in marriage with Mary Kearney, of Seattle, Washington, and they have one son, Pat, who was born June 20, 1907. Mr. and Mrs. Merrick are members of the Roman Catholic church, and he is connected with the Knights of Columbus, the Woodmen of the World, the Modern Woodmen of America, the Knights of the Maccabees and the Ancient Order of Hibernians. He is also a member of the Spanish-American War Veterans, president of the "Ad" Club of Portland; secretary of the Civic Improvement League of Portland. An earnest worker in everything he undertakes, he has gained a wide and growing circle of friends and acquaintances whose regard is one of the strongest incentives in a career marked by a succession of deserved and well earned advancements.

RICHARD WARD MONTAGUE.

That men owe to the community everything that distinguishes our civilized life from that of the naked savage, and that this debt should be repaid by thought and labor in the common welfare, has been one of the ruling principles in the life of Richard Ward Montague, a well known lawyer of Portland and a writer and compiler whose work has been favorably received by the profession.

Mr. Montague is a native of Iowa, but removed to Portland in 1890 and has been in active practice here continuously since. He was born at Charles City, Iowa, February 11, 1862. He is the son of John Vose Wood Montague and Martha Washington (Jackson) Montague. He received his preliminary education in the public schools and early displayed studious tendencies. Entering the State University at Iowa City, he pursued the philosophical course and was graduated in 1883 with the degree of Ph. B. In the year following he received the degree of LL. B. from the law department of the same university. He was admitted to the bar in 1884, began practice in Mason City, Iowa, and in 1887 removed to New York city, where he remained three years. He came to Port-

land in August, 1890, and in October following was admitted to practice in the supreme court of the state.

Mr. Montague's active interest in civic affairs was recognized by his selection as a member of the Charter Commission of Portland in 1901, which framed the present charter of the city, and of the Charter Commission of 1908, which proposed a charter on the commission plan now popular in many cities. He is the author of a Digest of Volumes 1 to 43 of the Oregon Reports, a work requiring very extensive and protracted labor, which since its publication has been in constant use and has met with the approval of the bar. At the present time he is assisting in the compilation of the Oregon Codes and Statutes, an undertaking carried on in pursuance of an act of the last legislature, under the general direction of Hon. W. P. Lord, code commissioner. He was a member of the conservation committee, which preceded the present Conservation Commission. He takes a lively interest in literary matters; is a member of the board of directors of the Library Association of Portland, and of the faculty of the law school of the University of Oregon, delivering annual lectures upon the subject of equity. In politics he is a "progressive" democrat and lends earnest assistance to undertakings having in view the betterment of social and political conditions. In college he joined the Beta Theta Pi fraternity and is a member of the University Club.

In 1889 he was happily married to Ellen Amelia Barton of Mason City, Iowa. He enjoys an extensive practice and the respect and confidence of his clients.

WILLIAM L. McCABE.

Under the name of The McCabe Company of Portland, William L. McCabe is conducting an extensive stevedore business, of which he is the president. He has operated in this line at many points on the Pacific coast, both in the United States and British Columbia, and also established the first business of this character in Honolulu. He is now confining his efforts, however, to the Columbia and Willamette valleys in the conduct of a business which has assumed large and profitable proportions. He was born in Marietta, Washington county, Ohio, March 17, 1850, a son of Charles and Jane (MacKinzie) McCabe, the former a millwright by trade. In 1854 the parents removed with their family to the town then called St. Anthony, Minnesota, but now a part of Minneapolis, and in 1858 the mother died there.

William L. McCabe, then a little lad of eight years, was sent to make his home with his grandmother in Livingston county, New York, where he remained until 1863. Fired with stories of the war and tales of heroism, he tired of the routine of school and home life and in 1863, at the age of thirteen years, ran away from home, joining the Federal navy, with which he served until July, 1865, when he was honorably discharged. He was with Farragut at Mobile bay and participated in several engagements on the *Sebago*, a gunboat. He afterward followed the sea in connection with the merchant marine service and, working his way upward, was an officer on different vessels and made a number of voyages to different parts of the world.

In 1871 Mr. McCabe came to Portland from San Francisco, where he first worked as a longshoreman and later as foreman, while for four years he acted as head foreman. In 1875 he engaged in the stevedore business on his own account, and in 1876 formed a partnership with Captain Brown, with whom he remained in business under the firm style of Brown & McCabe until 1888, when he sold out to his partner. Mr. McCabe then went to the Puget Sound, where he again engaged in the same line of business that had hitherto claimed his attention. In 1899 he sailed for Honolulu, where he embarked in business under

the firm style of McCabe, Hamilton & Renney. He succeeded in building up an extensive business there, this being the first regular stevedore enterprise there. After four years, or in 1893, he disposed of his interests in the tropics and concentrated his time and energies upon the business of the firm at Puget Sound. In 1906 he extended his interests to British Columbia, with offices in Vancouver and Victoria. He carried on his interest until 1908, when he sold out both in British Columbia and on the Puget Sound and returned to Portland.

After again taking up his abode in this city, Mr. McCabe organized what is known as The McCabe Company, which was incorporated in 1908, with W. L. McCabe as the president; W. K. Scott, vice president; and E. F. Elliott, as secretary and treasurer. This is a stevedore business, which in its scope extends from Portland to Astoria and to many points along the Willamette and Columbia rivers. They employ at times as many as five hundred men, and their business is now a very extensive, carefully systematized and well regulated undertaking, so that results are accomplished with as little loss of time and labor as possible. To the careful direction of Mr. McCabe the gratifying success of the undertaking is largely attributable. About 1896 he brought out and patented the first successful conveyor for loading and unloading freight. Since that time he has also devised a friction chute for lowering cargo, also several other devices for handling freight. In all, he owns about twenty patents with others pending.

On the 11th of October, 1893, Mr. McCabe was married to Miss Minnie M. White of Seattle, and they now have a pleasant home in the Rose City. He belongs to the Chamber of Commerce and the Commercial Club and is interested in the movements of these organizations, the one to promote and beautify the interests of Portland and the other to exploit and make known its resources. He is a firm believer in a bright future for the northwest and does all in his power to advance the development of this section of the country.

JACOB H. EMMERT.

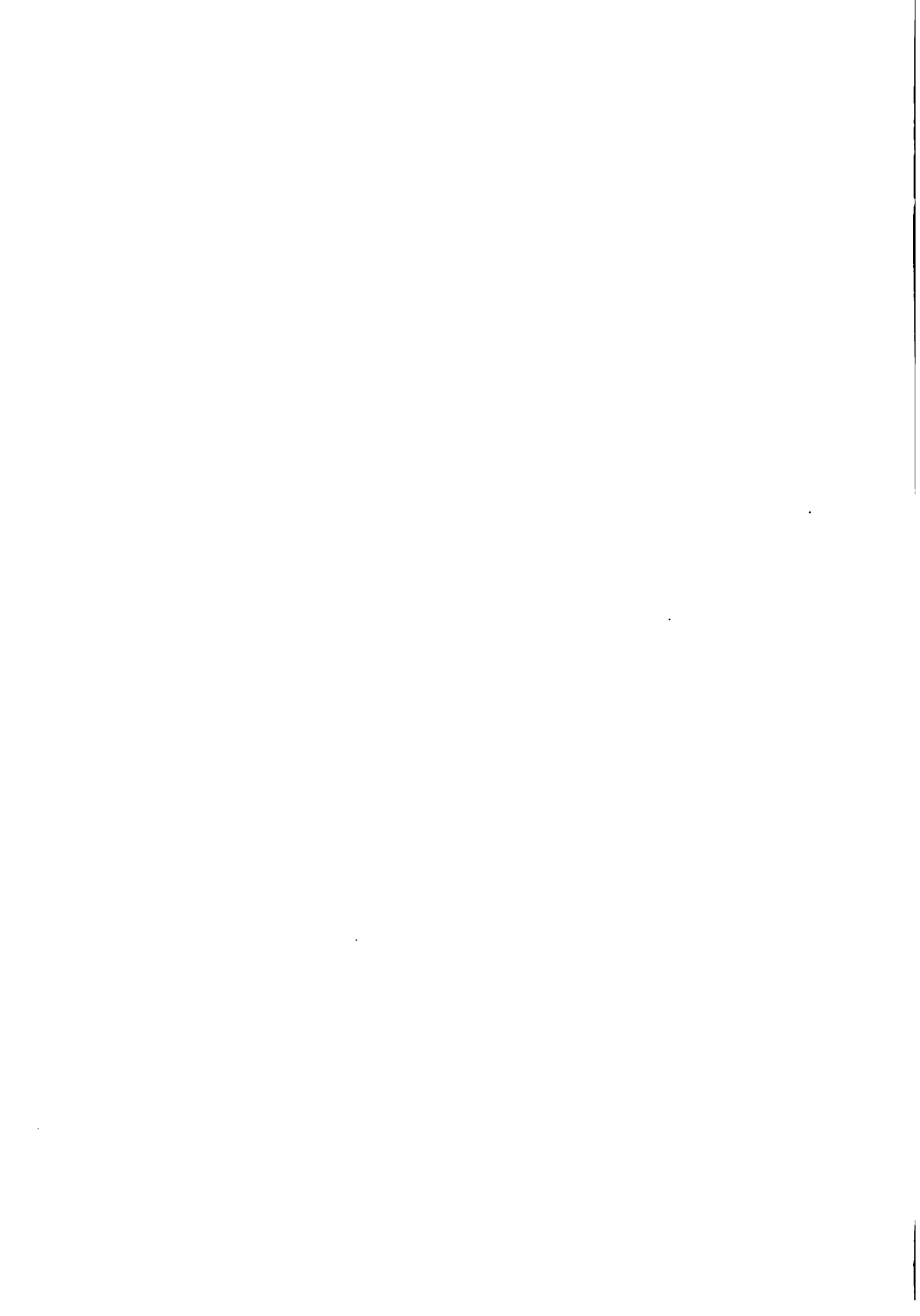
Jacob H. Emmert, who is engaged in the real estate business at No. 845 Williams avenue, Portland, and for over thirty years has been a resident of this city, was born in St. Louis, Missouri, March 3, 1872. The record of his life illustrates in a striking degree the effect of worthy aspirations and self-confidence when combined with good judgment and decision of character. He is a son of Jacob and Margaret (Meidrich) Emmert, both natives of Germany. The father, who was born in 1829, died in Portland in 1890, while the mother was born in 1834, and passed away on the 21st of June, 1906. At the age of five years our subject removed with his parents to Tacoma, Washington, and a year later to Portland, where the family permanently located. Here he received his education and advanced as far as the grammar grades in the public school.

Immediately upon laying his books aside, Mr. Emmert began his battle with the world by driving a wagon for Theodore Leibe, proprietor of a bakery, and continued in that employment for six years. He was next connected with the Owens Bakery for two years. During the year 1891 he was engaged in the grocery business and conducted a market at Sixteenth and Marshall streets in 1897.

His brother being engaged in the plumbing business, Mr. Emmert had opportunities at various times from his boyhood up of becoming acquainted with the practical details of the trade, and in 1905 he opened a plumbing establishment upon his own account, starting his first shop in a basement at No. 899 Williams avenue, with a total capital of forty dollars. About this time there began to develop within him powers which apparently he had not known before, and he became aware of the great principle which governs all important factors



J. H. EMMERT



in life, that if we are to advance we must build the ladder by which we rise. His success was indeed remarkable. In 1910 he disposed of his business for twenty-five hundred dollars, realizing in addition four thousand dollars a year net profit during the six years in which he had been engaged in this venture. Immediately upon closing out his plumbing establishment, he became identified with the real estate business, being already the owner of an extensive amount of valuable real estate on Williams avenue and in various other locations on the east side.

In 1900, at Portland, Mr. Emmert was united in marriage to Miss Margaret Menth, a daughter of Joseph and Barbara (Meyer) Menth, whose parents were of German descent. Mr. Menth was but three years of age when brought to the United States by his parents in 1852, and since 1889 has been a resident of Portland, having come to this city from St. Paul. His wife, who was born in 1857, died on the 8th of December, 1902. Two children have been born to Mr. and Mrs. Emmert: Velva, now five years of age; and Howard, aged four years. Mrs. Emmert is a member of St. Mary's Catholic church of Albina, and presides with ease and grace over a happy home.

Mr. Emmert is affiliated with the Woodmen of the World, and although engaged in the real estate business but a short time, he has apparently found his place in life, and is fairly launched in a congenial field. The happy possessor of a genial and kindly disposition, he has much to commend him to the goodwill and confidence of the public. He is fond of outdoor sports, especially motoring and fishing.

HON. LANSING STOUT.

There have been few Oregon men in public office who have displayed as great tact and judgment in the management of public interests as did Hon. Lansing Stout who for a considerable period occupied positions of public trust and responsibility. And yet he was not yet quite forty-three years of age at the time of his death, which occurred on the 3d of March, 1871. A native of New York, he was born in Watertown, Jefferson county, and spent the days of his boyhood and youth there, his education being acquired in the public schools. He was in the early twenties when, in the year 1852, he made his way to California, where he soon occupied a prominent position in connection with public affairs. He served as a member of the legislature of that state from Placer county in 1855. In the spring of 1857 he arrived in Oregon, and the following year was elected county judge of Multnomah county. In 1859 he was chosen to represent his district in congress and was known as an industrious and earnest working member of that body, displaying considerable skill and diplomacy in managing the measures which he introduced and fostered. He was instrumental in securing the daily overland mail between Sacramento and Portland, and the payment of the Oregon and Washington territory Indian war debt. He was a member of the memorable committee of one from each state on the occasion of the secession of the first seven southern states which withdrew their representative from congress.

Before his return to Oregon, Mr. Stout was united in marriage to Miss Susan Plowden, a native of Maryland, and unto them were born four children, all of whom were living at the time of his death. After the conclusion of his term in congress, Mr. Stout did not again enter public office until 1868. In June of that year, however, he was elected a member of the state senate from Multnomah county and was serving in the upper house of the general assembly at the time of his demise.

One of the local papers of that day said: "Mr. Stout was known as an active and energetic partisan and was unbending in his devotion to everything

which he believed the interest of his party demanded. Yet he was always courteous and free from personal bitterness toward those whom he opposed. No man in the state has rendered his party real service in a greater degree than he. Ofttimes he sacrificed personal interest to public good, and he would undoubtedly have won a larger measure of success in business had not his devotion to the public welfare prompted his service in its behalf." He had many friends among all classes and made fewer enemies than most men who engage in public and political life. The democratic party recognized him as one of its prominent leaders, yet many of his warmest personal friends were numbered among the advocates of republican principles. His name is honorably inscribed upon the pages of Oregon's history, for no one ever questioned the honesty of his motives, his devotion to public duty or the effectiveness of his labors.

LONNER OWEN RALSTON.

Lonner Owen Ralston, who during the years of his residence in Portland, covering a period since 1899, has been closely associated with its financial and banking interests and is now devoting his attention to his various investments which include valuable business and residence property, is numbered among those citizens who have firm faith in the future of Portland and are putting forth effective and far-reaching effort in its behalf.

Oregon claims him as one of her native sons, his birth having occurred in Lebanon, Linn county, on the 15th of December, 1859. His father, William M. Ralston, was born in Rockville, Parke county, Indiana, March 24, 1824, and was a son of Jeremiah and Margaret (McKnight) Ralston. The family removed about 1834 to Burlington, Iowa, where William Ralston engaged in merchandising until 1847. That year witnessed their arrival in Linn county, Oregon, and in 1848 he went to the mines of California, but three years later he returned to Lebanon, Oregon, establishing a store at that place. Subsequently he carried on farming and stock-raising near Lebanon, continuing in business until 1872, when he retired from active life. Jeremiah Ralston, the grandfather of our subject, platted and started the town of Lebanon, and donated the ground for Lebanon Academy, of which he was one of the founders. The father was the owner of three hundred and twenty acres of valuable land there, from which he derived a substantial income up to the time of his death, which occurred on the 23d of June, 1906. In 1852 he married Laura A. Denney, a daughter of Christian and Eliza (Nickerson) Denney and a sister of Judge O. N. Denney, who was one of Portland's most prominent men, serving as advisor to the king of Corea and consul to China. He is mentioned on another page of this volume. Mrs. Ralston was born in Muskingum county, Ohio, and died in Oregon, November 2, 1897, having come to this state in 1852 with her parents, who settled in Linn county. Unto William and Laura Ralston there were born five children.

Lonner Owen Ralston, the only surviving member of the family, was educated in the public schools of his native county, in the Albany (Ore.) College, and in the business college of Portland. A portion of his youth was spent upon the home farm, and from 1880 until 1898 he devoted his time and energies to stock-raising and to merchandising in eastern Oregon. He conducted stores at Arlington and at Olex, both in Gilliam county, and met with success in his operations in that part of the state, but seeking the broader field offered by the city, he disposed of his mercantile interests there in 1898 and soon afterward came to Portland. He still retains the ownership of two thousand acres of land there, however, property that is constantly rising in value as that section of the state becomes more thickly settled. For a year after leaving Gilliam county, Mr. Ralston resided in Albany and in 1899 came to Portland, where he has

since figured prominently in connection with the financial and property interests of the city. In 1904 he was one of the organizers of the Oregon Savings Bank, of which he served as president until the following year, when he sold his interest in that institution. In 1908 he accepted the presidency of the American Bank & Trust Company, but resigned the position upon selling his interest in January, 1910. Under his administration both were growing and prosperous institutions, his keen business foresight and carefully formulated plans proving elements in their success. Mr. Ralston is now president and owner of the Marietta Trust Company of Portland, a holding company for Mr. Ralston's interests. He has also been interested in various other enterprises, but now devotes his attention to his investments, owning much valuable business and residence property in Portland. In addition to his two thousand-acre tract in eastern Oregon, he has a farm of one thousand acres on the Kalama river in Washington.

On the 23d of August, 1888, Mr. Ralston was married in Portland to Miss Ada K. Johns, a daughter of J. M. Johns, an early settler who practiced law at Salem for many years. They have four children: Lonner O., Jr., born August 1, 1889; Hazel L., born July 22, 1892; Ruth A., born April 27, 1894; and William C., born March 7, 1899. The family reside at No. 608 Market street.

Mr. Ralston is inclined to the republican view in politics, yet may be termed non-partisan in that he does not hold himself bound by party ties and exercises his right of franchise as his judgment dictates. His fraternal relations are with the Knights of Pythias, and he is a member of the Grace Methodist Episcopal church. Recognition of the possibilities and keen foresight into the situation that exists has led him to invest largely in Oregon property and the growing state, with its splendid outlook, is repaying him in a substantial way for his faith in her development.

HIEL BRONSON HATHAWAY.

Among the descendants of worthy pioneers enjoying the fruits of many years of toil is Hiel B. Hathaway, a prosperous farmer whose home is in the region of Vancouver, Washington. Mr. Hathaway was born in Illinois, on Christmas day, 1851. He is a son of J. S. Hathaway, a record of whom appears elsewhere in this work, and Isabel E. Hathaway, who is now living in Vancouver and who came with her husband across the plains in 1852 and the following year settled in Clarke county, where she has since resided.

The subject of this review grew up as a member of a family of nine children. His memory does not carry him back to the time when he came by way of the overland trail to his future home in the northwest, as he was then an infant. The family located on a farm about three miles below Vancouver in the state of Washington and there he was reared, gaining his education in the district schools and growing up under the most favorable conditions for the development of good character and true manhood. He followed dairying on the farm and by industry and thrift acquired the means by which he was able to purchase two hundred and fifty-six acres of land near the mouth of the Willamette river on the Columbia, which he improved by clearing away the timber, building fences and cultivating such portions as were necessary in carrying forward the operations of his farm. He finally rented this place for dairy farming to other persons, and in 1885 bought one hundred and twenty acres of land on Fruit Valley road in Felida. Here he farmed for some years on an extensive scale but has sold off portions of the original tract and now retains seventy-two acres, which he finds amply sufficient for his purpose as a general farmer. He is a stockholder in the Patrons of Husbandry Light & Fuel Company, and has been connected with other organizations aiming to develop the resources of this region.

In 1892, Mr. Hathaway was united in marriage to Miss Anna Mabel Skeels, of Shoals, Oregon. Six children have been born to Mr. and Mrs. Hathaway: Edna Vella, Harvey Delbert, Elmer Clinton, Platt Gifford, Zilda Ollis and Beryl Bates, all of whom are living at home.

Mr. Hathaway is a member of the Felida Grange and also of the Church of God of Felida and, as is indicated by his career and the associations with which he is affiliated in fraternal and business relations, he is a man of upright character, respected by his neighbors and one who willingly lends a hand in pushing forward any movement that will advance the permanent interests of the region. Since his earliest remembrance, he has been identified with the Pacific coast, and especially with the district around the mouth of the Willamette river, and many are the changes he has witnessed here. By industry and good management he has acquired a competence for his declining years, and he is one of the fortunate individuals who can look back on a life of no great mistakes, but rather of many kind and gentle acts which have added to the peace and happiness of others.

CAPTAIN CLEVELAND ROCKWELL.

Captain Cleveland Rockwell, whose life was devoted to the government service, was for many years connected with the United States coast and geodetic survey of Oregon, and in this connection became well known in Portland, Astoria and other points in the state. He was born in Youngstown, Ohio, in November, 1838. He traced his ancestry in direct line back to Governor Bradford of Massachusetts and was a representative of the family in the eighth generation. Liberal educational advantages were afforded him and, following his course in the Polytechnic School at Troy, New York, he attended the University of New York, from which he was graduated with the class of 1856. Immediately afterward he entered the United States coast survey and was stationed for active duty on the Atlantic coast, serving in that connection until 1861, when he was detailed to the war department for topographical duty and was attached to the staff of different commanding officers with the rank of captain. Prior to and after the battle of Bull Run he was engaged on the survey from Alexandria to Chain Ridge for the defense of Washington. Following the close of hostilities between the north and the south he was one of the commission to the United States of Colombia in South America which surveyed the Magdalena river and was there six months. Assignment to duty in California brought him to the Pacific coast after a service of several years on the Atlantic coast, particularly in New York and Boston.

In 1868 Captain Rockwell came to Oregon and was made chief of the United States geodetic survey of this state with headquarters at Astoria. His work here was of signal benefit to the northwest, especially in the promotion of navigation interests. He surveyed the mouth of the Columbia and the coast for forty or fifty miles south, covering a district that was practically unknown at that time. Later he made the survey of the river from its mouth to Portland and up the Willamette to Oregon City and his charts and maps of this great waterway have done much to assist navigation. After several years of active work in this line he retired, spending the last years of his life in well earned rest. He was recognized as a prominent representative of the branch of the service with which he was connected. His scientific attainments in that direction were of a superior character. He took the deepest interest in his work, continuously studied to improve his efficiency and his opinions concerning questions of importance to his department were largely accepted as authority.

Captain Rockwell had almost reached the age of three score years and ten when called to his final rest on the 21st of March, 1907. His was a work to which

the laity gives little consideration and is comparatively uninteresting, but its importance can scarcely be overestimated and the thoroughness and accuracy with which he accomplished the tasks which he undertook have wrought results of lasting benefit to the northwest. His topographical surveys are held as the standard at the Fort Leavenworth school.

During his youth Captain Rockwell made quite a study of water colors in English schools and became an artist of note. At his death the Oregonian said of him: "Now that Cleveland Rockwell's hand is stilled, his fame as a marine painter will grow, for he had great talent, loved the scenery of Oregon and limned it on canvas with consummate skill. In other parts of the United States and abroad, his title to fame rests chiefly on his splendid work, 'The Columbia Bar,' painted for the late Captain George Flavel, of Astoria, twenty-five years ago. This picture, reproduced in etchings and photographs, has found its way to galleries and private collections around the globe. In Portland many homes are enriched by a Rockwell canvas, whose worth, since his death, is greatly enhanced. Captain Rockwell was essentially a marine painter. He created finer water effects than any other artist who preceded or followed him. For soft coloring and delicate touch, one must look far to find the equal of his 'Sunrise at Cathlamet.' In his 'Clatsop Beach and Tillamook Head' and 'Highlands of the Columbia' he shows the true artist. Always his favorites, he employed the shore of the Pacific and Oregon's great river as subjects for his brush, giving to every product the stamp of genius. He was a very modest man and content with the admiration of his friends. If he had done his early work in an age of publicity and could have permitted the use of modern megaphone methods to exploit it, he would now fill larger space in the world of art. Here at home his name and fame are secure."

CAPTAIN THOMAS MOUNTAIN.

In the early days when navigation had no competitor in railway transportation Captain Thomas Mountain figured prominently in connection with the shipping interests of the northwest. He is today one of the most venerable river men of Portland, having for a number of years lived retired. The width of the continent separates him from the place of his birth, which occurred in Salem, Massachusetts, April 1, 1822. His entire life has been given to marine connections. In 1836 he went aboard the school ship, Ohio, on which he remained for two years, and in 1838 joined the Peacock, when that vessel started out to discover the North Pole, going as an apprentice and remaining on that vessel until she was wrecked, being one of the crew at that time. In August, 1841, he came up the Columbia but returned to New York on the Oregon in 1842 and the succeeding three years of his life were spent as an employe in the Brooklyn navy yards.

At the time of the Mexican war Captain Mountain joined the navy and did active duty on the brig Sampson and at the close of the war he returned to the Pacific coast, going to California as boatswain on the clipper ship, Sea Serpent, which he left in San Francisco. He remained on shore for a time employed in various ways and then sailed before the mast on the brig Tonquin to Portland. A brief period was here passed, after which he returned to San Francisco and made his way to the mines. He did not find the opportunities that he had hoped to secure in the search for gold and again made his way to the city. There he shipped on the clipper, Flying Cloud, which was bound for China, and following the voyage to the Orient he went to New York, the Cloud being at that time one of the important vessels in trans-oceanic service, having made a record of eighty-nine days and six hours from New York to San Francisco. On the next voyage the Cloud made the round trip to San Francisco in eleven months.

All this time Captain Mountain remained as one of her crew but on again reaching the Golden Gate returned to Portland and became a deck hand on the Multnomah and Express. Later he returned to the steamship Columbia, in which he had come out as second mate in 1850. Afterward he was employed on the steamship Northerner and in 1859 went to the Sound on the steamer Julia, with which he remained for about eighteen months, running between Steilacoom, Seattle and other Sound ports. In 1861 he returned with that ship from the Sound and subsequently took command of the Cowlitz. He was afterward on the Wilson G. Hunt and from there went as mate on the Julia with Captain James Strang. Later he was mate on the New World until he left that position to superintend the mounting of the cannon at Fort Stevens.

In 1867, however, Captain Mountain took the New World around to the Sound and while on the trip sustained a serious injury to his leg, which brought about an enforced idleness for four years. He then retired from the water and took charge of the wharf property for Ben Holladay, who was at that time operating extensively in navigation and railway interests. His next business connection was with the Oregon Steamship & Navigation Company and he continued with its successors, the Oregon Railway & Navigation Company, remaining in their service continually until the time of his retirement. He is one of the best known representatives of marine interests in this part of the country and was a prominent figure at the commemorative celebration at Sequalitcher lake. He has now come to an honorable old age and is spending the evening of his days quietly and pleasantly. His wife died July 31, 1896. He was at the Cascades at the time of the Indian outbreak and is today an honored member of the Pioneer Society of Portland.

Mrs. Elizabeth Hayes, who lives with Captain Mountain, her father, is the widow of Captain John Hayes, who was born March 29, 1847. His life record covered the comparatively brief span of thirty-two years, being terminated on the 11th of December, 1879. He was a native of Brooklyn, New York, and when twenty years of age left the east and came to Portland in 1867 on the Ajax, one of the vessels belonging to Ben Holladay. Throughout the period of his connection with marine interests he was associated with Captain Holladay's line, serving for some time as captain of the California, running between Portland and Sitka. At the time of his death, however, he was a government pilot on board the Wolcott, a revenue cutter. On the 13th of November, 1870, Captain Hayes was united in marriage at the old home to Miss Elizabeth Mountain, who is now devoting her time to her father's interests.

ARCHIBALD M. MCKENZIE.

Archibald M. McKenzie, a general contractor of Portland, who has resided here for a period of twenty-two years, came to Oregon from Hamilton, Ontario, Canada. He was born near Glasgow, Scotland, September 8, 1850, a son of John and Jean McKenzie, both of whom were natives of the same city. There has been manifest in his life the sterling traits of the Scottish people—persistence of purpose, thrift and unquestionable business integrity. His youthful days were devoted to the duties of the schoolroom until he put aside his text-books in order to learn his trade, which he mastered in Scotland ere seeking a home in the United States.

Mr. McKenzie sailed for New York in 1872, when twenty-two years of age, and there worked at his trade for a time, after which he went to Canada, where he remained for fifteen years. Following his removal to Portland he worked as a journeyman for a few months and then began contracting on his own account. He finished the wood work on the interior of the First Presbyterian church and also had the contracts in his line for many



A. M. McKENZIE

of the finest residences in the city as well as the interior finish of many of the important business and public buildings of the city. Other important work has been done by him, so that he has been constantly busy and has employed a number of workmen.

In 1874 Mr. McKenzie was married to Miss Anna Olsen, a native of Norway, who came to America about 1870. They have three living children, a daughter and two sons: Jane, the wife of A. W. Young; Archibald; and James. Mr. McKenzie is a member of the Masonic fraternity and also of the Presbyterian church, and his life has been actuated by the high and honorable principles which form the basic elements of these two organizations. His life record is creditable alike to the land of his birth and the land of his adoption.

GENERAL CHARLES F. BEEBE.

Forceful, resourceful, alert and determined, the labors and efforts of Charles F. Beebe have been resultant factors in commercial, industrial, political and military circles. At all times actuated by a spirit of progress, he has accomplished what he has undertaken despite obstacles and difficulties which would have deterred many a man of less resolute spirit. In all things he has held to high ideals and has accomplished what he has set out to do. His record, therefore, has become an integral chapter in the annals of Portland and he has left and is leaving the indelible impress of his individuality upon the life and progress of the city.

General Beebe is a native of New York city and a representative of an old New England family that was founded in America soon after the mother country had sent her first colonists to the new world. His grandfather, Silas Beebe, was a native of Connecticut and was for years a sailing master and built and owned a number of vessels running out of the harbor of Mystic. It was there that Charles E. Beebe, the father of General Beebe, was born and spent his youthful days, going in early manhood to New York city that he might profit by the broader business opportunities there offered. For more than fifty years, from 1840 until 1890, he ranked as one of the most prominent and prosperous tea merchants and importers in the metropolis, establishing and conducting the business as a member of the firm of Beebe & Brother. He married Jane B. Wade, a native of Springfield, New Jersey, who died in 1891. She was a daughter of Elias Wade, who was born in New Jersey and conducted a business as a wholesale grocer until 1865, when he became managing partner for the large importing and shipping house of Grinnell, Minturn & Company, of New York, thus continuing until his death, in 1878. Charles E. and Jane W. Beebe became the parents of four children, of whom three reached the adult age: William W., a graduate of Yale University of the class of 1873, who became an attorney of New York city and later of Colorado Springs, Colorado, where he died; Alfred L., a graduate of the Columbia School of Mines in New York city, who for years was assistant chemist of the New York board of health and has resided in Portland since 1898, and Charles F., of this review.

General Beebe spent his youth in the eastern metropolis and completed his education by graduation from the Flushing Institute on Long Island in 1865. He received his initial business training in his father's office and was eventually admitted to partnership in the firm of Beebe & Brother, remaining with that house until 1879, when he disposed of his interests and joined Henry M. Evans in the cotton brokerage business, under the firm style of Evans & Beebe. Four years later Mr. Beebe joined with his brother-in-law, A. M. Sutton, in establishing an agency at Portland for Sutton & Company of New York.

Since January, 1884, a resident of this city, General Beebe soon came into prominence along different lines which have constituted significant and vital fac-

tors in the city's development. On the 1st of February, 1884, he began business at No. 16 North Front street, as agent for Sutton & Company of New York, and when the business here was well established Mr. Sutton in July, 1884, went to San Francisco, the two acting as western agents around the Horn from New York and Philadelphia. A general ship-chandlery business was conducted in connection with the Portland agency and the latter was continued until 1896, when Sutton & Company withdrew from Portland. General Beebe, however, decided to remain and organized and incorporated the Charles F. Beebe Company on the 1st of January, 1897, of which company he was president for about ten years, when he withdrew to take up the active management of important interests in connection with the manufacture of lime and gypsum products, owned by Charles E. Ladd and himself in eastern Oregon. He is a man of determined purpose and his unabating energy enables him to accomplish what he undertakes and in the attainment of results he employs only such methods as will bear the closest investigation and scrutiny.

Such is the business record of General Beebe but there are many other chapters in his life history of equal interest. His title has been won by service in connection with the National Guard. On the 14th of February, 1871, he joined Company H of the Seventh New York Regiment, from which he was honorably discharged in November, 1878. At the beginning of his service he was appointed aid-de-camp with the rank of first lieutenant on the staff of Brigadier General J. M. Varian, commander of the Second Brigade of the New York National Guard. Promotions followed through intermediate ranks until he was made brigade quartermaster with the rank of captain and he was retained in that position when Brigadier General Louis Fitzgerald became the successor of General Varian as commander of the brigade. Captain Beebe was soon afterward appointed inspector of rifle practice with the rank of major and so served until he resigned in the fall of 1882. Later he was appointed assistant in the department of rifle practice with the rank of major under General Charles F. Robbins, inspector general of rifle practice in New York, on the general staff, and so continued until he tendered his resignation preparatory to his removal to Oregon.

The National Guard of the latter state was reorganized in the spring of 1886 and General Beebe became second lieutenant when Company K was formed in Portland. Soon he was chosen as first lieutenant and when the company was permanently organized was elected captain. In July, 1887, he was chosen colonel of the First Regiment Oregon National Guard and was reelected at Milton, Oregon, in 1891. On the 22d of February, 1895, he was appointed and commissioned brigadier general in command of the Oregon troops by Governor William P. Lord, and four years later was reappointed by Governor T. T. Geer. In this position he has bent his energies toward bringing the Oregon National Guard to a high standard of efficiency and he deserves and receives much credit for his thorough work in this connection. He is a life member of the Seventh New York Regiment Veteran Association and it was in the Empire state that he gained the military training which has enabled him to do so much for the Oregon Guard, placing it on a rank in equipment and efficiency with the best military organizations of other states.

General Beebe's position on political questions is never an equivocal one. He gives stalwart support to the republican party and though he has never had aspiration for political preferment, he accepted a position on the executive board in 1903 under the appointment of Mayor Williams and because of his thorough military training he was made a member of the committee having supervision of the police department. He has cooperated in many organized movements for the benefit of the city through his membership in the Chamber of Commerce, of which he was president for one term and vice president for two terms, serving also as a member of its board of trustees. He has also been twice honored with the presidency of the Commercial Club and has been chosen to various official positions in the Arlington Club, of which he is a valued member.

While residing in New York city, General Beebe wedded Miss Emma Bowne, who was born at Flushing, Long Island, and was educated in Miss Porter's school at Farmington, New York. Her father, Simon R. Bowne belonged to a prominent Quaker family of Flushing. General and Mrs. Beebe are the parents of three sons: Walter Bowne, now president of the Northwest Steel Company and Gerald E. and Kenneth associated in the management of the Charles F. Beebe Company. The family attend the Presbyterian church.

Such in brief is the history of Charles F. Beebe, who has mastered the lessons of life day by day until his post-graduate work in the school of experience has placed him with the men of eminent ability. He has figured prominently in the life of Portland for many years, reaching substantial results in business because of his decisive, energetic and persistent action. His public service has not been impelled by the sense of duty but rather by a sincere interest in the various phases of public life and especially is Oregon indebted to him for what he has accomplished in the perfection of the state military organization.

JAMES N. DAVIS.

The only change which James N. Davis has made since his early childhood was that which brought him to Portland in 1890, since which time he has engaged in the practice of law in this city. He has, however, traveled quite extensively over the American continent, and, keenly observant, he has learned the lessons which new experiences of life have brought, so that he draws from a rich fund of knowledge and information in his practice of law before the courts of Oregon.

He was born in Taylorville, Illinois, February 24, 1858, a son of John W. and Rebecca Ellen (Linn) Davis and is one of eleven children, all living. His grandfather, Newton Davis, was a pioneer surveyor of Kentucky and was of Welsh descent. John W. Davis, born in Kentucky, removed to Illinois in 1848 and during his residence in that state became well acquainted with Abraham Lincoln. He was a rover in Kansas and Texas in the early '50s, and, being a strong abolitionist, went to Kansas to assist in saving that territory to the Union. He afterward served in the Kansas Militia at Lawrence. For many years he devoted his attention to general agricultural pursuits and is now a retired farmer. In Illinois he wedded Rebecca Ellen Linn, who was born in Mifflintown, Pennsylvania, in 1831, and was a granddaughter of James Wilson, one of the signers of the Declaration of Independence. The historical records of Pennsylvania give the Wilson ancestry. Her father, James Linn, settled in Christian county, Illinois, in 1840.

James N. Davis pursued his education in the district schools near Lawrence, Kansas, and in the Kansas State University, where he pursued special courses in history, literature and languages and was graduated in law with the class of 1885. His father had been successful in his farming operations and gave all of his children good educational opportunities. In his youth Mr. Davis became a good rifle and pistol shot and greatly enjoyed such sports. He possessed, too, somewhat of a roving and restless disposition, which was hard to overcome, but he nevertheless continued his school work until liberal education well qualified him for success at the bar. He traveled through the southeast and west, also visited Canada and Mexico, and thus in extended journeyings learned much of the country and the characteristics of the people in various sections. His earliest ambition had been to become a soldier but with the growing wisdom of advancing years he recognized that professional and commercial fields offered broader opportunity and at length decided upon the practice of law, to which he has given his undivided attention since his admission to the bar in 1885.

His only removal in all these years has been from Kansas to Portland in 1890 and for two decades he has practiced law in this city, his success in a professional way affording the best evidence of his capabilities in this line. His pleas have been characterized by a terse and decisive logic and a lucid presentation rather than by flights of oratory, and his power is the greater before court or jury from the fact that it is recognized that his aim is ever to secure justice and not to enshroud the cause in a sentimental garb or illusion, which will thwart the principles of right and equity involved. He was associated with Judge C. U. Gantenbein and Arthur L. Veazie under the firm name of Davis, Gantenbein & Veazie from 1892 to 1901.

On the 21st of September, 1893, in Indiana, Pennsylvania, Mr. Davis was married to Miss Mary Evelyn McFadden, formerly a teacher of Portland. She is of Scotch-Irish descent and a daughter of Dr. James McFadden, whose father was a surgeon in a Pennsylvania regiment during the Civil war. She is a representative of one of the pioneer families of western Pennsylvania and holds membership with the Daughters of the American Revolution. Mr. and Mrs. Davis have one child, Catherine Mary, born in 1896.

Mr. Davis has been a member of the Masonic fraternity since 1882 and is a past master of Valley Lodge, F. & A. M., in Kansas. In 1905 he attained the thirty-second degree of the Scottish Rite. While living in Kansas he served for four years in the State Militia. His political allegiance is given to the republican party and he was elected to the Oregon legislature in 1896. He believes in party government, in systematic organization and action, but has never made politics a business, preferring to devote his attention more exclusively to his chosen life work of the practice of law.

FRANKLIN PIERCE WALKER.

Among the well known citizens of Portland is Franklin Pierce Walker, who was born in Washington county, this state, December 3, 1852. He is a son of William and Nancy Ann (Alexander) Walker. His father was a pioneer of 1851, coming across the plains with ox team from Ohio. The party had difficulty with the Indians, who stole all of their horses, leaving only the oxen. Mr. Walker made his home for several years on the Joseph Meeks place, where the subject of this sketch was born, later taking up a homestead at the edge of Tualitin plains in Washington county. After eight or ten years the family removed to Sophia's island, where the father died about 1868. Seven children were born unto Mr. and Mrs. Walker, of whom three are living: Martin Grant, Isabel Martha and the subject of this review.

Franklin Pierce Walker was about eighteen years of age when his father died and two years later his mother was called away. He had little opportunity for acquiring an education but attended the public schools at Hillsboro, near Portland, for a short time. He started out for himself by taking up a farm in eastern Oregon, near Colfax, at a time when the country was unsurveyed. Learning that on account of his age he could not get a clear title, he gave up the land after remaining upon it for one summer and returned to Portland. This was about 1871. He entered the employ of William Love, on the Love farm on the Columbia slough, and remained there for about four years. He next became connected with the Empire bakery and continued with that concern for two years or more, at a time when there were only three bakeries in Portland—the Empire, Oregon and Pioneer. About 1878 he rented the Love farm, which he operated for four years, and then, having saved some money, he purchased two hundred and twenty-five acres of land, for which he paid five thousand dollars. In order to give an idea of the increase in the value of land during the last thirty years it may be stated that this land is now worth at least one hundred and fifty thou-

sand dollars. Mr. Walker took up his residence at the corner of Vancouver and Stanton streets about three years ago and has engaged extensively not only in farming but as a horse buyer and in the course of his operations has acquired a handsome competence.

On the 27th of December, 1876, Mr. Walker was united in marriage to Miss Emma J. Stafford, a granddaughter of Captain Lewis Love, an early pioneer of this state. Five children were born to the union, one of whom died in infancy and Anna, the wife of Edward McKeen, who passed away in 1906. The surviving children are: Mary Alice, the wife of Dr. Colver, of Butte, Montana; Charles Nathan; and Clarence Chester.

Mr. Walker has devoted his time mainly to his business affairs but has always taken an active interest in the election of reputable men to public office. He served a term in the city council as a member from the eleventh ward about 1902. He has for many years been identified with fraternal organizations and is a member of the Independent Order of Odd Fellows, the Red Men, the Macca-bees, the Ancient Order of United Workmen and the Rebekahs. He has practically filled every office in Peninsular Lodge, No. 128, I. O. O. F., and served on the relief committee for nearly two years. He is an enthusiastic horseman and takes great delight in hunting and fishing. In his political affiliations he is a republican. He is recognized as one of the responsible, earnest and patriotic citizens, who is always willing to perform his part in advancing the permanent interests of the community.

WILLIAM REIDT.

Among the men of responsibility in Portland who have attained an honorable position after overcoming many obstacles that to a man of less hardihood would have appeared insuperable may be mentioned William Reidt. He was born in the city of Marburg, Hessen, Germany, June 19, 1858. He is a son of August and Regina Reidt, both natives of the same place. On his mother's side he is descended from old families of Marburg, known for centuries as official butchers of that city.

William Reidt did not have much opportunity for school education in the old country but was early put to work at the confectionary trade. A friend of the family who had emigrated to America returned to Germany to attend the Marburg University and through this visitor our subject became greatly interested in the stories concerning the new world on the western shore of the Atlantic, and at the age of fifteen he left his old home and came with the returning student to this country, landing in Baltimore in June, 1873. There he worked at his trade as a confectioner for about a year. His mother's brothers having settled in Richmond, Virginia, Mr. Reidt went to that city and entered the employ of the Singer bakery. At the time of the centennial he engaged in the same line of business in Philadelphia, but coming to the conclusion that the west offered more favorable inducements, he selected the Pacific coast as his future home and, after living a short time in San Francisco, came to Portland in 1878, later following in the bakery business at Vancouver and Olympia. When he arrived at the latter place he had as his capital four hundred dollars. Seeing a favorable opening for his business, he borrowed six hundred dollars and for two years conducted a bakery establishment, selling out at the end of that time for three thousand dollars. As an evidence of his business ability it may be stated that upon leaving Olympia he had a credit to his account at the bank of four thousand dollars in addition to the amount he had saved from his business. New Westminster, British Columbia, was the next scene of his operations. There he invested his savings and in eighteen months cleared thirty-five thousand dollars, and from that time he dates his start on the road to fortune.

Believing that Portland was the coming city of the northwest coast, Mr. Reidt, in 1889, came to this point and began to invest largely in real estate, operating mostly in North Portland and near the steel bridge on the east side of the river. For more than twenty years he has been a very extensive operator, always handling his own property except in the case of the North Pacific Terminal grounds from Hoyt to Vaughan streets, which involved an expenditure of one million dollars on the part of the railway. This deal was consummated about 1903-04. In 1897 he erected seventeen houses near the steel bridge and a year later he remodeled twenty houses in the same locality. In 1902 he built a number of small houses covering four entire blocks on Twenty-first and Clinton streets, selling them on the installment plan. In 1903, immediately following the financial panic, he purchased forty houses, which he remodeled and sold on long payments. The year following he built the first flats, twelve in number, that were erected on the east side of the river. He built the first concrete building on Union avenue at Killingsworth avenue, including five storerooms, with apartments above, and recently erected six store rooms, also with living apartments on the opposite corner. In 1907 he erected sixteen houses in North Portland, and his operations at the present time are on a more extensive scale than heretofore. He has been one of the large builders of the city, and has been instrumental in supplying homes at a reasonable cost to many families who previously had little hope of becoming independent and owning their own homesteads.

On the 29th of January, 1885, Mr. Reidt was united in marriage to Annie Schade, a daughter of Joseph and Annie Schade, pioneers of this state. Three children have been born to this union: Julia, now Mrs. Frank Bates; William, and Nellie. Mr. and Mrs. Reidt occupy a handsome residence at No. 410 East Eleventh street, North.

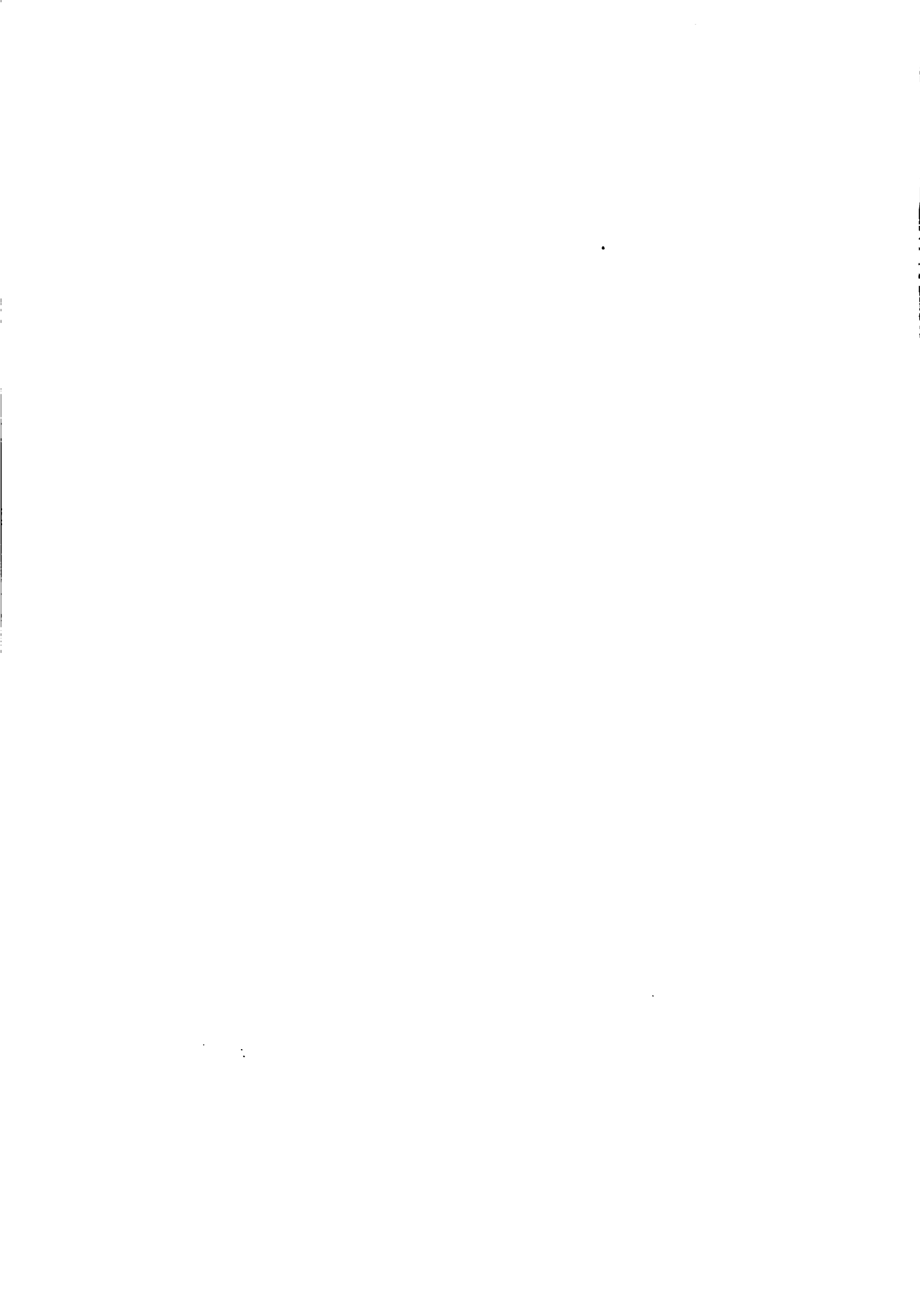
Mr. Reidt served during 1882 in Company G, First Oregon Infantry, and engaged in the campaign against Chief Joseph. He is a member of the Lutheran church, the Knights of Pythias, the Artisans and the Royal Arcanum. He is past consul of Webb Foot Camp No. 65, Woodmen of the World, and is now council commander of the Portland Union Degree Camp, which consists of members elected from all the camps in the city and county. He also located the headquarters of the Women of Woodcraft, of which he is a member here. Mr. Reidt is recognized as one of the most active and influential men in a growing circle of the progressive men of the city. He has attained his position by diligence, good judgment and faithfulness in the discharge of obligations which have rested upon him either as a citizen or as a friend to many who have come to him for advice and assistance. It is men possessing these characteristics that gain the confidence of the public and that are the builders and conservators of modern society.

ROBERT ALEXANDER HUME.

Robert Alexander Hume, one of the most extensive dealers in building materials in the northwest and largely interested also in their manufacture, was born in Placerville, Eldorado county, California, September 16, 1862, a son of John and Martha (Hixon) Hume, the former a lawyer by profession. Robert Alexander Hume completed his education in St. Augustine College at Benecia, California, and afterward became junior clerk in a law publishing house. Since May, 1883, he has been a resident of Portland, arriving in this city in the year in which he attained his majority. Since that time close application to business, determined purpose and progressive methods have promoted his advancement until he is today one of the largest dealers in building materials in the northwest. He has been engaged in this business for several years, during which period he has continuously extended his trade relations and as a manufacturer of building materials he is also widely known.



R. A. HUME



Mr. Hume has attained high rank in Masonry, belonging to Portland Lodge, No. 55, A. F. & A. M., while in Oriental Consistory, No. 2, S. P. R. S., he attained the thirty-second degree of the Scottish Rite. He likewise belongs to the Woodmen of the World and to the Royal Arcanum, and also holds membership in the Commercial and Apollo Clubs. His religious faith is that of the Episcopal church. While a republican in politics he does not hold to what have become known as the Rooseveltian principles. He is preeminently a business man, alert and enterprising, bending his efforts to the development of the business which, in its extensive proportions, stands as a monument to his ability and perseverance.

RICHARD LEA BARNES.

Richard Lea Barnes, vice president of the United States National Bank of Portland, to whom lifelong experience in banking has brought comprehensive knowledge of every phase of the business, was born on the 31st of July, 1857, at Berbice, Demerara, British Guiana, and is of British lineage, tracing his ancestry in direct line back to the reign of King Edward III in the middle of the fourteenth century. His birth occurred while his parents were residing temporarily in South America and, returning to England, he pursued his education in Cheltenham College, from which in due course of time he was graduated. His identification with the banking business covers thirty-four years and has been marked by steady progress, the consecutive steps in his orderly progression being easily discernible. The mastery of the duties of one position qualifying him for advancement, he has enjoyed promotion from time to time and each forward step has brought him a broader outlook and wider opportunities.

After five years' experience in the banking business in London Mr. Barnes located in San Francisco, where he continued in the same line for five years. He also spent a similar period in banks in British Columbia and for five years was identified with the banking interests of Seattle, since which time he has been in Portland, covering fourteen years. In British Columbia he was identified with the Bank of British Columbia, formerly the Wells Fargo Bank, the United States National Bank and the Colonial Bank of the West Indies. At the present writing he is vice president of the United States National Bank of Portland and thus occupies a prominent position in the financial circles of the city.

Mr. Barnes is a member of the Church of England and of all the leading local clubs. His prominently marked characteristics are those which make for personal popularity, while in business circles he manifests the forcefulness, keen discrimination and ready understanding of involved interests which make him one of the chief factors in the promotion of the banking affairs of the city.

PROFESSOR ISAAC M. WALKER.

In a history of educational development in the northwest attention is called to the marvelous strides made by the Behnke-Walker Business College of Portland, which within an almost incredibly short space of time has built up an institution second to none in the character of and thoroughness of its instruction nor its attendance. Such an institution is proof that its promoters and its president, I. M. Walker, thoroughly know the practical as well as the theoretical side of business life. Their own institution is a monument to their ability and the success of their graduated students is proof of the excellence of their methods of teaching.

Mr. Walker was born in Hall, Pennsylvania, February 11, 1861, a son of Lewis P. and Babraba L. Walker, the former born in Hall, April 25, 1834, the

latter in York Springs, Pennsylvania, April 13, 1840. The Walker family is of Welsh descent and of Quaker faith, nearly all of the descendants adhering to that religious belief. The mother was Pennsylvania Dutch, her ancestors coming from Holland. They were members of the German Reformed church and left Holland on account of religious persecution. Lewis P. Walker remained a resident of the Keystone state until the spring of 1877, when he removed with his entire family to Abilene, Kansas, thinking that he might have better opportunities in the middle west. Later he disposed of most of his holdings in Kansas, including two beautiful farms, and went to Arnett, Oklahoma, where he and his wife are still residing. They also own two farms near that city and also city realty.

Mr. Walker began his education in the public schools of his native town and continued his studies in the high school of Abilene, Kansas, where he worked for his room and board during a nine months' session. He had only two dollars and a half for spending money during that period. After finishing the high school course he taught in the public schools of that vicinity, spending the summer vacations as a student in the State Normal at Emporia, Kansas, his labor partially meeting the expenses of his board and tuition. For several years he taught in the schools of Dickinson, Butler county, Kansas, and while thus engaged conceived the idea of thoroughly preparing for business college work. For two years he remained in Burns county, Kansas, upon his father's ranch, comprising six hundred and forty acres of land, and then selling out everything entered the Gem City Business College, at Quincy, Illinois, where he remained for a year and a half, studying all that time, during which he completed the business and penmanship courses. Having exhausted his means he began work for the Quincy Casket Company as bookkeeper and billing clerk, holding the position for two years, when, wishing to broaden himself in business ideas he resigned his position and entered the employ of a bank, with which he remained for a year. At the expiration of that period he accepted a position in the Mount Morris (Ill.) College, as principal of the business department and teacher of mathematics, remaining with that institution for three years, when he resigned to accept the presidency of the Hayward College of Fairfield, Illinois, where he remained for three years. He was chosen for the following year and was also elected to the position of principal and superintendent of the city schools, but resigned both positions to accept the principalship of the business department of Albany College at Albany, Oregon. He had long desired to come to the Pacific coast and the work being in line for the establishment of a business college, which was the ambition that he was cherishing, he made his way to this state and spent five years at Albany College. He then resigned, thinking the time opportune for starting in the work for which he had long been planning. Twenty years had really been given to preparation, and in August, 1902, he came to Portland.

Here Mr. Walker purchased a half interest in a small shorthand school, which had a meager equipment, while a dozen students were enrolled. He paid five hundred dollars for his half interest in this school, which was occupying two small rooms in the Commercial building. One of the first steps taken was to systematize the work already installed and to rearrange the curriculum, thus making it a full fledged business college. His successful management was at once apparent in the immediate growth of the school, and after two years it was necessary to seek more commodious quarters and a removal was made to the Sterns building, then in course of construction, the whole upper floor being modeled to suit the requirements of the college, Mr. Walker himself drawing the plans. The number of students continued to increase rapidly and two years later quarters were secured in the Elks building in rooms especially fitted up for the college. Already at that time it had gained the reputation of being the finest equipped business college in the Pacific northwest. The enlarged enrollment demanded still another change, and on the 1st of October, 1910, they removed to their new quarters—the Behnke-Walker building—at the corner of Fourth and

Yamhill streets, where they have available more than thirty thousand square feet of floor space. Mr. Walker has succeeded in surrounding himself with a most efficient corps of assistants, bright and progressive young men and women, whose methods are thoroughly modern, meeting the demands of the times in every respect. Besides being president of Behnke-Walker College, he is also president of the Columbia Beach Company and secretary of the Union Pacific Life Insurance Company.

Mr. Walker has been married twice. In Abilene, Kansas, in August, 1885, he wedded Miss Anna Stow, who passed away six years later. Three years after the death of his first wife he married Miss Laura Hoover, of North Manchester, Indiana, having formed her acquaintance when teaching in Mount Morris, Illinois. The Hoover family is prominently known all through the states of Indiana and Pennsylvania. Four brothers of the name came from Germany and settled in Pennsylvania, where annual reunions are held, on which occasions a large number of the descendants of the original progenitors assemble. The family have ever been greatly interested in the cause of education. Mr. Walker had one daughter, Eva Marie, by his first marriage and unto the second marriage has been born a son, Ralph Emerson.

Mr. and Mrs. Walker are members of the First Presbyterian church of Portland. He also belongs to the Odd Fellows fraternity and the Elks lodge. He has himself created the genial, helpful atmosphere which dominates the school of which he is president, and in his life he has exemplified the Emersonian principle that the way to win a friend is to be one.

SINZABURO BAN.

Sinzaburo Ban, a leading Japanese merchant and contractor of the Pacific coast, was born in Tokio, Japan, March 4, 1854, and is the second son of Marokuro Ban. He was educated in his native land, graduating at the age of twenty years, and in addition to the branches which were taught in Japanese, was also instructed in the English tongue. He began his active career in the service of the Japanese government, in the consulate at Shanghai, China, and later at Honolulu, Sandwich Islands. He also served in the foreign department in Tokio, but as he grew older he developed a taste for commercial life which resulted in his resignation from public service.

At the age of thirty-seven, Mr. Ban came to America, landing at Vancouver, British Columbia. After looking over the field he took up his residence in Portland and became actively identified with various lines of business, in which he has attained unusual success, and as a contractor, lumber dealer and shingle manufacturer, has gained a reputation which gives him a position among the active and energetic men of the coast region. He is now maintaining branch stores at Sheridan, Wyoming; Denver, Colorado; and Tokio, Japan. He has mill interests at Quincy, Columbia county, Oregon, where he built a flume two miles in length to facilitate the handling of timber, and he established a thriving village. He built and operates a shingle mill at Willamette slough, two and a half miles from Linden, with a cutting capacity of one hundred and twenty thousand shingles daily.

At the age of twenty-nine years Mr. Ban was united in marriage to Kiyu Machida, who is also a native of Japan. One child, a son, was born to the union, who died at the age of four years.

Previous to the establishment of the present form of government in Japan forty-three years ago, Mr. Ban was a subject of Tokugawa Shogun. His family has a record of its ancestors extending back for a period of four hundred years or more. This record shows that Mr. Ban is a direct descendant of Rokwzayeman Ban, whose family came out of the same district as Iyeyasu, one of the

most noted generals of Japan and a commander under whom many members of the Ban family have fought in numerous battles. Mr. Ban is the thirteenth in order of descent from early ancestors and he takes great pride in the fact that the blood of these fighting ancestors is found in his veins, every descendant having had a son to perpetuate the line without interruption during four hundred years, which is a most unusual occurrence.

As is demonstrated by his success in competition with many able men of other nationalities, Mr. Ban is a thorough business man and fully alive to the exigencies of trade and the means by which customers are gained and retained. There is an old saying that all men are made of "one blood" and the success of Mr. Ban is evidence that with proper education and laudable ambition, the future is in the hands of the individual and he need not be controlled by circumstances of birth or country. Reverence of ancestry is one of the deeply seated traits of Japanese character, and one to which a great deal of attention has been attracted recently. This recalls a saying of wise writers that whenever a nation loses reverence for its ancestors, it is on the road to decay—a sentiment which meets hearty response from every lover of his country and well wisher of mankind.

JOSEPH HARVEY ROBERTS.

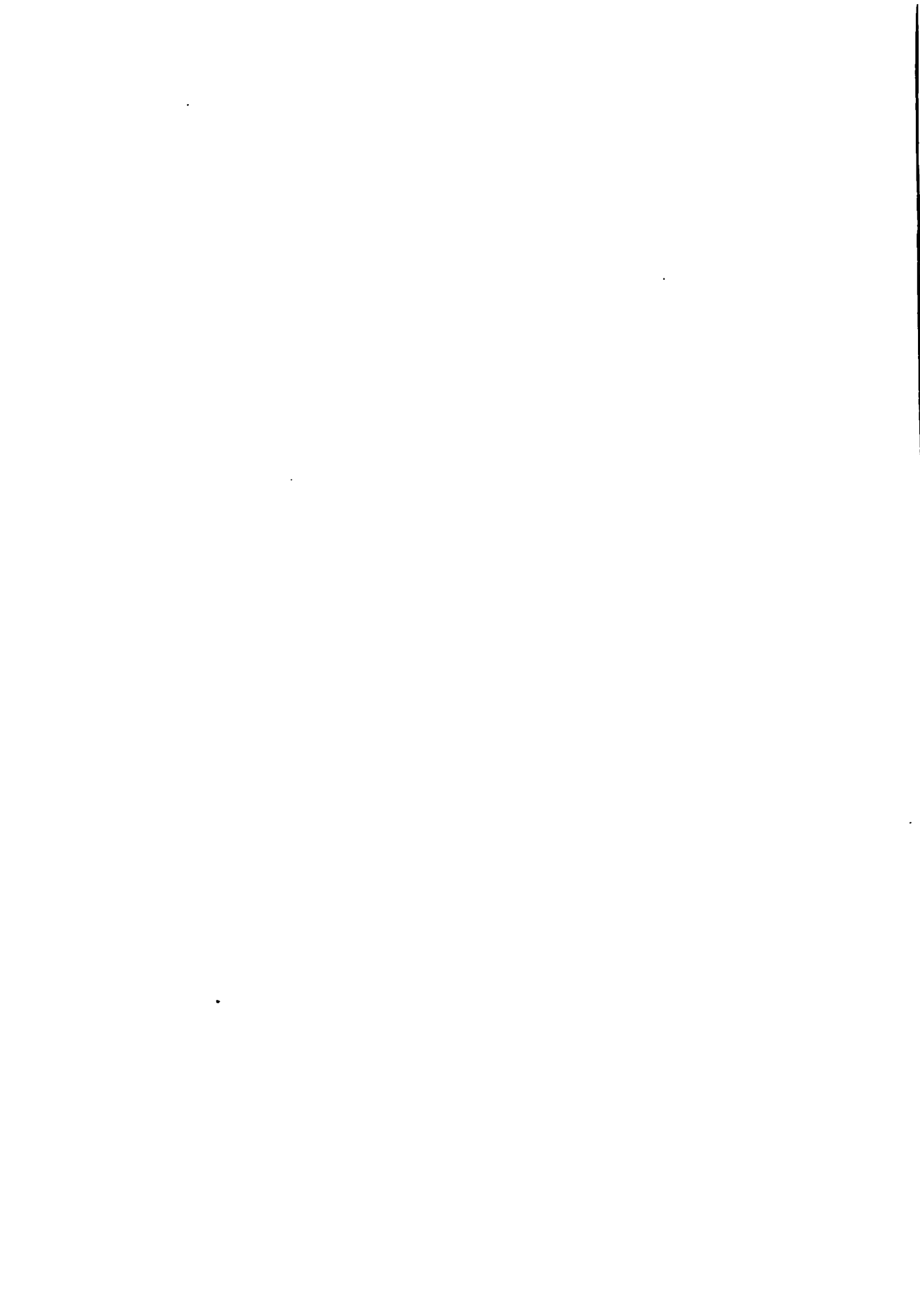
Joseph Harvey Roberts, who was called from an active and useful career three years ago, just as he was entering upon the prime of his life, was a telegraph operator of unusual ability, and in the responsible position of chief train despatcher had few equals in the service anywhere in the west. He was born at Newark, New Jersey, March 25, 1868, and was the son of Jentz J. and Martha (Kelch) Roberts. His father was of "Yankee" parentage although a native of Jew Jersey, and his mother is of German descent. The family removed to Lake View, Iowa, when their son Joseph H. was one year old. They were thrifty people and bought a section of land in Sac county, which on account of improvements and increase of population has since become very valuable. Of this land the parents gave their sons three hundred and twenty acres, retaining a like number of acres for their own use as the years should pass. On May 25, 1906, the couple celebrated their golden wedding and relatives and friends gathered from many quarters to show by their presence and appreciative words the respect in which the family is held. Three years later, on January 23, 1909, the aged father was called to rest and another gathering was held at the family home—but it was of a different character from the joyous assemblage of 1906. Mrs. Roberts is still living at the old home.

Joseph H. Roberts was educated in the public schools of Lake View, Iowa. He was a bright pupil and early gave evidence of valuable traits of character that were more fully developed in later years. He attended business college in Chicago, and returning home entered the railway telegraph service and at eighteen was appointed station agent at Lake View for the Chicago & Northwestern Railway. After three years' experience at his home town, he started out for a wider field, first working in an office near Omaha and later in the city of Omaha. From that position he was called to Cache Junction, Utah. This is a railway terminal point and larger responsibilities were demanded. Mr. Roberts had become an expert at the keys and possessed the alertness and accuracy which are such desirable factors in the service. His work was highly appreciated by officers of the railway. While at Cache Junction Mr. Roberts met the lady who became his wife.

Seeing opportunity for more rapid advancement at Albany, Oregon, Mr. Roberts resigned from his position in Utah and located at Albany, where he became connected with the Corvallis & Eastern Railroad, now a part of the Southern Pacific lines. After a period of six months, during which time he became familiar



MRS. M. V. ROBERTS AND SON EUGENE



with the workings under a different administration from the one to which he had been accustomed, he was made despatcher and two years later was promoted to the position of chief despatcher. This position he held until about the middle of 1907, when he removed to Portland, where he bought property and established his home. He was summoned away on the 25th of October, 1907, and his body was conveyed to his boyhood home at Lake View, Iowa, where it reposes in the family lot in the cemetery.

Mr. Roberts was happily united in marriage at Ogden, Utah, July 3, 1894, to Miss Mabel Van Tromp, also an expert telegraph operator in charge as agent at Cannon, Utah. She is a native of Watertown, Wisconsin, her parents being John and Martha (Luther) Van Tromp. Her mother was a native of England and her father of Holland. Both parents came to the United States when quite young. Mr. Van Tromp, who was a contractor, died December 2, 1879, in Lyons, Kansas, and his wife died in Marion Center, that state, November 20, 1872, the remains of both being interred at Lyons. Mrs. Roberts came west with a sister when a girl of fifteen years and learned telegraphy in college and at Portland, becoming highly proficient in the art. At the age of sixteen she was made agent on the Short Line at Battle Creek, Idaho, and from there went to Cannon, Utah. One son was born to Mr. and Mrs. Roberts, Harvey Eugene, a bright child, whose birth occurred at Albany, November 6, 1905.

Mr. Roberts was a member of Lodge No. 359, B. P. O. E., of Albany, and was secretary and treasurer of the lodge. He was also a member of the Odd Fellows at Lake View, and the funeral was held under the auspices of that fraternity. He was a republican but was broad in religious views and not identified with any religious organization, although his parents were Methodists. Mr. Roberts was a busy man and one who attended conscientiously to his duties. He was a kind husband and father, and his memory will long be cherished by friends and acquaintances who always found him kind-hearted and one who extended a ready hand to his fellowmen less fortunate than himself.

DR. JAMES ROBERT CARDWELL.

The first resident dentist of Portland, Dr. James Robert Cardwell, still practices his profession in this city, which has been his home since 1852. As one of the organizers of the State Horticultural Society, the Oregon Humane Society, and the North Pacific Dental College, he has left his impress indelibly engraven upon the pages of the state's history. The story of his life is written in terms of honor, and in memory and activities forms a connecting link between the primitive past and the progressive present.

He was born in Springfield, Illinois, September 11, 1830, a son of William Lee and Mary Ann (Biddle) Cardwell. The first census taken in Virginia makes record of one Cardwell as the only one of the name living in the United States. He came from France and in temperament and physique was typically Latin. He married into a French family—the lady a Miss Perrin—and they settled in Lunenburg county, Virginia, where he conducted a tobacco plantation. Their family included several daughters and five sons—Richard, John, Henry, Daniel and Perrin. Family history has it that one of the daughters became the wife of the father of Robert E. Lee, which accounts for the middle name of William Lee Cardwell, father of Dr. Cardwell, who was a cousin of Robert E. Lee and to whom he was always loyally attached.

Perrin Cardwell, the grandfather of Dr. Cardwell, was an overseer—in the terms of the south—on the estate of John Randolph. He died in 1852 on his estate of six hundred and forty acres near Knoxville, Tennessee, which he had purchased from the government about 1809 for twelve and a half cents per acre. At that date he emigrated from Virginia to Tennessee,

where he afterward made his home. Like his father, he was of the Latin type, dark complexion and of powerful physique, weighing two hundred and thirty-five pounds when a young man. He was noted as a wrestler and all-round athlete. Fabulous stories are told in the family of his great feats of strength and wrestling bouts. His father lived to old age, and the mother to the age of one hundred and ten years, Perrin Cardwell himself being ninety-nine years of age at the time of his death. At the age of twenty he married a Miss Washam, a blond Saxon, aged nineteen, and they lived together for seventy-eight years. Thirteen children were born unto them, of whom nine reached middle life or old age.

Dr. Cardwell's grandmother on the maternal side was Polly Ann Capels, of Lynchburg, Virginia. The grandfather was Benjamin Biddle, the youngest son of a wealthy Welsh family, but primogeniture left him comparatively poor. Leaving home, he first went to Virginia about 1780. There he bought negroes which he took to the south, selling them to the sugar planters, and in 1830 he became a resident of Illinois. It was on Christmas day of 1829 that his daughter, Mary Ann Caples Biddle, who was then a resident of Tennessee, became the wife of William Lee Cardwell, and in the spring of 1830 they removed to Springfield, Illinois, where on the 11th of September of that year Dr. Cardwell was born, his mother being then in her eighteenth year, his father in his twenty-fifth year.

William L. Cardwell had obtained a classical education, had taught school, had studied law for a short time and also was a licensed physician. He regarded farming, however, as the ideal life, and on coming to Illinois located and made his home on a sixteenth section—school land—in the vicinity of Springfield. Later he went security for a brother-in-law and in the financial panic of 1837 lost his property. He then removed to Carlinville, Illinois, and with another brother-in-law turned his attention to building operations and furniture manufacture. He was a natural mechanic and readily took to the business, for he did not like the practice of medicine. In following that pursuit he was enabled to provide well for his family of five sons and three daughters. The three daughters died in infancy and he devoted his attention to the liberal education of his sons. Like his ancestors, he was a large, strong man, weighing about two hundred pounds, of dark complexion and of the French type. In July, 1862, he fell from a building and sustained injuries which caused his death.

Dr. Cardwell, who was the eldest of the family, spent his youth largely to the age of twelve years in caring for the babies of the household and assisting his mother in the house work. His parents instructed him in reading, writing and arithmetic, and his mother always told with some pride that he learned the alphabet in one afternoon when three years of age. As a boy his only amusement was in mechanics. In his father's shop he made kites, bows and arrows, cross bows, wagons, sled boxes, etc. He never played with other boys or has never had close association with men. He was always interested in music and from the age of fifteen years played the flute in band and concert work, and is well known throughout this section of the country as "the flutist." He was one of the organizers of the Philharmonic Club of Portland and during its existence, covering probably twenty years, played the flute and piccolo. He attributes the good habits formed in early life and to which he has since adhered to the fact that as a boy and young man he spent his leisure hours in music instead of going out with other boys. He attended a private school between the ages of twelve and fifteen years and was thus qualified to enter Professor Spaulding's preparatory school of Jacksonville, Illinois, and take the preparatory course qualifying him to enter Illinois College. He had had twelve lessons in the Spencerian system of penmanship, so that he was able to teach penmanship in the preparatory school. He also had a private evening class and thus more than made his expenses. During the vacation period he visited St. Louis and was employed by Dr. T. J. McNair, a druggist, acquiring some knowledge of the drug and pre-

scription business. In his sixteenth year he entered Illinois College, but at the end of a half term found that his finances needed his attention, so that for a year or more he taught penmanship in the surrounding small towns, having from twenty to forty-five scholars who paid him a dollar and a half for twelve lessons. It was his ambition to pursue the classical course in Harvard and then enter Rush Medical College of Chicago. Believing that dentistry would furnish a good field of revenue whereby he could gain the money necessary to pursue his Harvard and Rush Medical College courses, he began studying under Dr. G. Y. Shirley of Jacksonville, a leading dentist of the west, who eighteen months later gave him a certificate of good moral character and competence to practice dentistry. He then visited Springfield and worked in three offices in that city so that he was allowed to refer to the Springfield dentists concerning his ability. Dental practice then consisted of removing tartar and extracting teeth, although to some extent the filling of teeth and the insertion of artificial teeth was practiced. But such methods were largely regarded with suspicion at that day.

In 1850 Dr. Cardwell located for practice in Decatur, Illinois, then a town of about five hundred inhabitants, and proudly hung out a sign of Japan tin on which was painted "J. R. Cardwell, Surgeon Dentist." He was the first practitioner in the town and at the end of the year found his receipts amounted to about one hundred dollars per month. Dental work was of the most primitive character and it was only the better class of people who were acquainted with the use of the toothbrush. Teeth were filled with Dunlevy's gold foil or Jones, White & McCurdy's tin foil, and he practiced twenty years before using amalgam or cement. Well-to-do people sometimes had artificial teeth inserted on gold or silver plates of wooden pivots.

In the fall of 1851 B. R. Biddle, an uncle of Dr. Cardwell, who had gone to California in 1849, returned to Springfield. He had spent a few months in Oregon and spoke so favorably and eloquently concerning the country and its resources that he induced more than one hundred people to go with him to the northwest the next spring. He proposed that Dr. Cardwell should accompany him and take charge of a nursery and fruit farm in Oregon on an equal partnership relation, Mr. Biddle to furnish the capital. To Dr. Cardwell it seemed the ideal business life, and on the 1st of May, 1852, they left the Missouri river for Oregon with a fine nursery outfit of selected growing grafts and ornamentals thickly set in a wagonload of black Illinois soil drawn by four yoke of oxen. All went well until on the banks of Snake river, on a steep hillside, the wagon was overturned and the entire contents thrown into the river and carried away by the swift current. Dr. Cardwell saved only one Chinese Daily rose and now has a growing cutting from it more than fifty years old. This ended his dream of becoming a nurseryman and orchardist and, locating in Portland in November, 1852, he began practicing as the only resident dentist in this city, which at that time contained about one thousand inhabitants. Throughout the intervening years he has continued in active connection with the profession, advancing with the progress made. He opened an office in the Kamm building at the corner of First and Washington streets. The public manifested some doubt in the ability of so young a man, but he soon proved his worth and successfully engaged in practice at a time when five dollars was charged for an extraction, five dollars and upwards for gold fillings, ten dollars for teeth on a hickory pivot and two hundred dollars for a full set of teeth. These prices, however, were only in proportion to other professional charges and the prices paid for all commodities. Dental supplies and stock were generally purchased in San Francisco, to which place they had been sent by the water route. With ten and twenty dollar Spanish gold pieces upon a blacksmith's anvil they hammered out their plates and also made their own solder.

While practicing Dr. Cardwell took occasion at times to venture into other business fields. Portland was situated in the midst of a dense fir forest. The first salmon fishery, Chinook salmon, were selling in Oregon and San Francisco

for forty-five dollars per barrel. Having some leisure, Dr. Cardwell joined a friend, I. N. Gove, who had had some experience in New England fisheries, in a barrel cannery project. The Doctor bought sixty dollars worth of twine of a local importer, learned the netting stitch of Mr. Gove, and when not occupied with professional duties made seine and gill nets. They rented an old Indian fishery on the Columbia three miles below Vancouver, and in June and July, 1853, put up one hundred barrels, all of which Dr. Cardwell dressed and packed personally. The run then stopped and the business ended. Owing to the stimulus of the high prices of 1852 the Sacramento fisheries put up a great surplus and overstocked the market, so that salmon were unsalable at from eight to twelve dollars per barrel. W. S. Ladd, then a wholesale grocer, took the output of Cardwell & Gove at the ruling price and was several years in disposing of it at small margins, notwithstanding there was never any question of the number one quality of the pack. Thus commenced and ended the barreled salmon enterprise in Oregon for more than a decade. Their books showed cash to balance even and three months' lost time.

At that day there was but one drug store in Portland and Dr. Cardwell, having had some experience at the prescription case in St. Louis, conceived the idea that a practical prescription drug store might pay. He planned with Mr. Gove to enter the business which could be accommodated in his office building where he had an unoccupied front room with shelf, counters and bay window, Dr. Cardwell planning to look after the business when not occupied at the dental chair. They sent to San Francisco for about fifteen hundred dollars worth of drugs and glassware, which early arrived, and from the beginning the business prospered and they engaged a druggist assistant for Dr. Cardwell's dental practice so increased that he could give but little time to the drug department. Later they accepted a tempting offer to sell and the business passed into the hands of Dr. Weatherford, who made enough money to invest in Portland realty and retire on a competence.

No town in Oregon was large enough to support one dentist, and it was the custom of dental practitioners to make periodical visits to other towns. In the winter of 1854 Dr. Cardwell closed his Portland office with the intention of visiting Roseburg, Eugene and Corvallis, his father and mother, four brothers and three sisters then living in Corvallis. He was liberally patronized there and was the first dentist to visit the three towns. He says that in those days "I often improvised a head rest by placing a chair behind the patient and putting my foot on the seat and resting the patient's head on my knee. I have stood many an hour on one leg and operated thus." While at Corvallis Dr. Cardwell bought lots and eighty acres in the suburbs and set out a family orchard on his father's place. He found an old neglected apple orchard, took sprouts and roots and grafted apples between the call of his patients, and started a nursery on his own eighty acres. Ninety-five per cent of the grafts grew and Philip Ritz, for many years a leading nurseryman in Oregon and Washington and a neighbor of Dr. Cardwell, often said that it was the Doctor's success and influence that induced him to go into the nursery business, in which he made a fortune.

Dr. Cardwell made annual spring visits to Corvallis to set out growing plants and trees until 1858, when the family removed to Portland. On one of these visits, in partnership with Dr. Jackson, a resident practitioner, he built an attractive drug store and established the first drug house in the valley beyond Salem. The death of his partner three or four years later and the removal of his family to Portland caused him to dispose of all of his holdings and young nursery stock at Corvallis. As a boy he had taken an interest in taxidermy, and from 1855 until 1860 his pastime and amusement was in mounting and casing the birds and animals of Oregon. He made a full collection of several hundred, including the large animals—cougar, bear and elk. He still has some of these, some are in Golden Gate Park at San Francisco, and others in the Smithsonian Institute at Washington, D. C. About 1859-60 he set out a ten-acre or-

chard on the Beninion Roggers place near Milwaukie—all Oregon fruits. In the early '60s his time was fully occupied by his profession, which was now a most lucrative one, and in making and beautifying a home, including the setting out of trees and ornamental shrubs. Withal he was an enthusiastic Mason and now wears the badge of the consistory.

About this time horticultural societies were being organized over the state and Multnomah county had its organization, meeting in Portland, in which Dr. Cardwell was an active and enthusiastic member. As early as the summer of 1858 he was connected with others in organizing the first territorial horticultural society in Portland, which held summer and fall meetings, made fruit exhibits and awarded prizes almost annually until the formation of the state society. The Oregon State Horticultural Society was organized in Portland, January 13, 1889, with a long list of active members and J. R. Cardwell was elected president. Each year he was unanimously reelected for twenty years, when he retired and was made honorary president. In 1893 Portland's first Rose Show was held and Mr. Cardwell, as president of the State Horticultural Society appointed a committee of ladies to promote this enterprise. The following year a large and creditable show for those days was made by the same committee, composed of Mrs. J. C. Card, president; Mrs. Ella Lehigh, secretary; Mrs. Shafford and Mrs. Lambertson. These shows were most popular events and were the forerunners of the splendid shows of later years.

In the meantime other interests and activities featured in the life of Dr. Cardwell. In reminiscences told concerning Portland and her history he speaks of how many of her citizens, including those who were regarded as the soundest and most sagacious business men, were taken in by the well told tales of dishonest promoters and more dishonest manipulators of mining property who told of the wealth to be made in gold, silver, copper and lead mines. He was among the victims and lost considerably through investments. At a later time prunegrowing claimed the attention of many of Portland's citizens as well as others throughout the state, and, as Dr. Cardwell expressed it, "The prune figured better than banking or any business, as the apple does today." Far-seeing business men speculated in prune lands. Dr. Cardwell bought prune lands and from 1870 until 1881, set out one hundred acres of prunes which, it is believed, was the first large commercial prune orchard in the United States. He had previously engaged in the cultivation of plums but found that they were not profitable for shipment and by graft he converted his plum into a prune orchard, met success in the undertaking and in so doing silenced the criticism of the conservatives and those who regarded his work only as an experiment, unjustified by horticultural knowledge. Dr. Cardwell has, indeed, been a leader in the work of cultivating fruit in Oregon, and his broad knowledge, gained from scientific investigation and from practical experience well qualified him for the presidency of the State Horticultural Society and merited his appointment to the state board of horticulture when it was created by legislative act in 1889. He was made the president of the board and so continued for ten years. On his retirement Governor T. T. Geer stated that he "made a record by resigning from a paying position." He was the horticultural commissioner from Oregon to the World's Columbian Exposition in Chicago in 1893, winning seventeen prizes and turning back to the state several thousand dollars of the fund appropriated for the exhibit.

While various activities and interests have claimed the attention of Dr. Cardwell, he has continued also an active member of the dental fraternity. In 1872 he became one of the charter members of the Oregon State Dental Society and was elected its secretary. Twice afterward he was chosen its president, and for ten years he was president of the state board of dental examiners, after which he reigned. During his service as president over two thousand dollars receipts of the board were returned to the state. He was active in the organization of the Oregon Humane Society in 1872, of which B. Goldsmith became president, while Dr. Cardwell was chosen one of the vice presidents. He was one of the lead-

ing factors in organizing the North Pacific Dental College, of which he is now vice president and one of the trustees, and is now professor of dental history, dental jurisprudence and dental ethics. He was one of the first workers in behalf of the Portland Museum and has now an extensive collection of birds and animals which he is holding, awaiting the erection of a museum building, which question he is agitating before the public. As a collector his name is catalogued in the United States and Europe. He has also collected and is growing all the conifers of Oregon, and has twenty-seven varieties growing upon his lawn. He has collected and mounted all of the birds in Oregon and has given much study to the geology of the state and made a large and valuable collection of its rocks and minerals. Upon all these subjects he has written quite extensively for the press. He still continues in the practice of dentistry and finds the same delight and interest in setting out and cultivating trees, shrubs and plants. Development as expressed in life and in science has always been of the deepest interest to him, and his own labors have been a valuable contribution to the world's progress.

CAPTAIN MELLIE ALBERTUS HACKETT.

Captain Mellie Albertus Hackett, as president of the Columbia Digger Company, has become so well known in Portland and the northwest that he needs no introduction to the readers of this volume. His life, especially in more recent years, has been devoted to the utilization of the natural resources of the state and his efforts have been of incalculable benefit to the section at large.

It was on the 20th of April, 1857, near Lawrence, Kansas, that Captain M. A. Hackett was born and he spent his youthful days in the home of his parents, Nathan and Lavina (Thurston) Hackett. He was only four years of age when the family removed from Kansas to Colorado and was a youth of twelve years when they started across the plains by wagon train to California, where the father engaged in farming until 1872. That year witnessed his arrival in Oregon.

Captain Hackett accompanied his parents on their removal to this state and has largely made his home here from the age of fifteen years. He was first employed in a salmon cannery until nineteen years of age, during which time he familiarized himself with various departments of the business until he was able to take charge of a cannery that he built for the firm of Hepburn & Jackson on Woody Island. He afterward took charge of a cannery for John Keirnan and Everding & Farrel, at Pillar Rock, Washington, and continued in close connection with the salmon canning industry until 1881, when he came to Portland. Here he built the first ferry that operated on what is now known as the Albina ferry route, continuing in charge for some time. He was also interested in the Jefferson ferry, which he operated for fifteen years, and likewise owned and ran the Selwood ferry. He was connected with this business until the Madison bridge was made a free highway and the support of the ferries naturally fell off. He then took the machinery of the Jefferson street ferry, using it in the building of the steamer Hattie Belle, which he ran on the Columbia river in the service of the government. Later he sold that vessel and commanded the steamer H. C. Grady, running between Portland and Astoria, for a year.

On the 24th of March, 1899, Captain Hackett organized a company under the name of the Columbia Digger Company, and they engaged in diking tide lands in the vicinity of Astoria for a year. This was the first undertaking in the state of Oregon where the work was done by machinery. The purpose was to reclaim the lowlands and also to dig canals for the government. Still operating under the name of Columbia Digger Company, Captain Hackett opened a sand and gravel business at the foot of Ankeny street in April, 1903. Since establishing the enterprise over one hundred and fifty thousand dollars have been



M. A. HACKETT

spent in improvements for the business in docks, dredges, etc., and the company has today one of the best equipped plants for the conduct of the sand and gravel business in Portland. The officers of the company are: M. A. Hackett, president; Earl Hackett, secretary; and V. D. Hackett, a director. The enterprise was incorporated on the 24th of March, 1889, and the undertaking is now one of the most extensive and important of this character conducted in the northwest.

In August, 1879, Captain Hackett was married to Miss Emma Jeannette Crapper, a native of Iowa, and a daughter of Dorsey S. Crapper, who at the time of his daughter's marriage was living in Portland. Four children have blessed this union: Captain Earl A., Vernon D., Hattie Belle and Margaret. The two sons are associated with their father in business and the elder is a member of the Commercial Club of Portland. Captain Hackett belongs to the local camp of the Woodmen of the World. His extensive business interests have made him well known in this part of the country and his efforts have been a factor of large value in the development of the northwest in recent years. In establishing and commanding this undertaking he has displayed keen interest and a marvelous recognition of opportunities.

GEORGE BETZ.

George Betz, a well known florist of Portland, now retired, is enjoying a well earned rest in the evening of a busy life. He was born in a German colony in Lasander, Russia, July 22, 1853, a son of Henry and Mary Betz. His father died when he was twelve years of age and, having acquired a good education in the land of his birth and hoping for more favorable opportunities under the stars and stripes, he bade his early friends good-bye and at the age of nineteen landed from a steamer at New York city. Instead of locating there, he came west to Marion county, Kansas, where he remained for several months, then removing to Hastings, Nebraska. In that place he continued for five years, from 1878 to 1883, engaged most of the time in farming. However, his aspirations still beckoned westward, and on the 11th of February, 1883, he arrived in Portland, where he has since made his home. For two years he engaged in various kinds of work, including landscape gardening, in which he was quite adept. In 1885 he turned his attention to the floral business, which he actively followed until about a year ago, when he turned over the management to his sons. The original location of his establishment was at No. 292 Sellwood street, where he continued for twenty years, then removing to 697 Williams avenue. In 1907 he purchased eight acres of the Jennings Lodge tract in Clackamas county, three miles from Oregon City, and there erected a residence and also buildings and greenhouses, where he raises flowers for market, making a specialty of carnations. His plant has forty thousand square feet under glass, and is one of the most complete and at the same time one of the best known of the kind in the city.

On February 11, 1878, Mr. Betz was united in marriage to Anna Bower, a daughter of Henry Bower, a native of the German colony of Norka, Russia. Six children were born unto the union, of whom two are dead, and those surviving are Sarah; Joseph, who is married and has three children—Nellie, Elsie and Robert; Charles, who is married and has a daughter, Edna; and George, who is married and has a daughter, Juliana.

Mr. Betz has other business interests besides that to which he has devoted his principal attention. He is president of the Waback Mining Company, operating placer mines in Curry county, Oregon, for four years past. He is also a stockholder in the Electric Mining & Smelter Company. He is a member of the Modern Brotherhood of America and ever since he became identified with American citizenship has been an adherent of the republican party. For a quar-

ter of a century he has been connected with the business interests of Portland and today, as he looks back, he recalls many faces that are no longer to be met with but whose memory awakens many interesting reminiscences. The success of Mr. Betz has been due to good judgment, industry and enduring and substantial character, which earns for its possessor a contentment which money cannot buy, and an honorable position in the community. In the fall of 1911 Mr. Betz and wife expect to make a visit to their old home in Russia and also to tour Europe.

BLUFORD D. SIGLER.

For twenty-seven years a resident of Portland, Bluford D. Sigler has been identified with the growth of the city through that era when, having no longer to struggle with the vicissitudes, difficulties and obstacles of frontier life, the business man could concentrate his entire energies upon the establishment and promotion of the enterprise which he had chosen as a life work. With this period of later progress and development, Mr. Sigler has been closely associated and his efforts have been so directed in the legitimate lines of trade and manufacture that he stands today among the prosperous men and valued citizens of the northwest.

His youthful days were spent in a district where the air is rife with the spirit of indomitable enterprise, his birth having occurred in Georgetown, Vermilion county, Illinois, on the 27th of November, 1866. Pennsylvania had been the ancestral home of the family and from that state John Sigler, the grandfather of Bluford D. Sigler, made his way to Illinois and cast in his lot with the early settlers of Vermilion county, where he followed farming. His son, Samuel W. Sigler, was there born and reared. The public schools afforded him his educational privileges and he, too, turned his attention to farming as a life work, but put aside business interests at the outbreak of the Civil war in order that he might espouse the cause of the Union, which he defended on southern battlefields as a member of Company C, Seventy-third Illinois Volunteer Infantry, remaining at the front until the stars and stripes were planted in the capital of the southern Confederacy. While a resident of Vermilion county, he married Deborah Smith, a daughter of Jefferson Smith, who was extensively engaged in farming in Illinois, where he settled in pioneer times. In 1870 Mr. Sigler abandoned farming and turned his attention to general merchandising in Medoc, Jasper county, Missouri. Five years later he became a resident of Dayton, Oregon, and there engaged in general merchandising until 1883, when he removed to Portland, where for fifteen years he conducted a feed business, returning in 1898 to Dayton, where he now makes his home.

Bluford D. Sigler accompanied his parents on their various removals westward until they reached the coast and became residents of Portland in 1883, at which time he was a youth of sixteen years. His education, begun in the schools of Illinois and continued in Missouri, was completed by a high school course in Portland and after putting aside his text-books he entered commercial circles as a clerk in a store at Mount Tabor, having previously had some experience in this line as assistant to his father in his periods of vacation. Two years later he became identified with Smith Brothers & Company, proprietors of a sawmill on Harrison street in Portland, and, watchful of all opportunities pointing to success, he joined Samuel E. Wrenn and W. V. Smith in 1897 in the organization of the Multnomah Box Manufacturing Company, which succeeded to the business of the Multnomah Box Company. Prosperity attended the efforts of the partners during their three years' connection with the business, which they disposed of to good advantage at the end of that time. Mr. Sigler then engaged in the wholesale feed business, and in 1901 organized the Sigler Milling Company.

of which he became secretary and manager. This is still recognized as one of the strong commercial concerns of the city, conducting an extensive business in flour, feed, lime, land, plaster and shingles, besides doing a general commission business.

In 1897 Mr. Sigler was married in Eugene to Miss Veina E. Adair, a graduate of the University of Oregon and a representative of a pioneer family of the state, her parents arriving in the early '50s. Mr. Sigler is a life member of the Multnomah Amateur Athletic Club, of which he has served as secretary and vice president. He is in hearty sympathy with the purposes of the Commercial Club, and as one of its members co-operates in its movements for the growth of the city in business lines. He is also well known as a local political leader of the republican party, and has been honored by his fellow townsmen with office, being chosen a member of the city council from the fifth ward in 1902. Taking a seat as a member of that body, he was appointed to a number of the most important committees and exercised his official prerogative in such a manner as to greatly further the welfare of Portland. He resigned from the council in order to assume the duties of county assessor of Multnomah county, to which office he was elected in the fall of 1904 and reelected in 1908. He had the distinction of being the first man in Oregon to assess public franchises. He regards political and club associations, however, as side issues in his life, and is preeminently a business man who has found that success is ambition's answer.

G. ZANELLO.

G. Zanello has long been prominently known as a leading contractor of Portland, his work being of an especially important character. To some extent he is now living retired, having largely turned over the business about five years ago to his son Fred Zanello. The family name indicates a Latin origin. Mr. Zanello is a native of Italy, his birth having occurred near the city of Turino, on the 20th of September, 1849. He remained with his parents, John and Cogio Zanello until coming to America in 1872 at the age of twenty-three years. His education was acquired in Italy and he served in the Italian army ere his emigration to the United States.

Landing at New York, he remained for four years in the eastern metropolis, during which period he was engaged in the general contracting business, for he had previously learned the mason's trade in his native land. On leaving the Atlantic seaboard he made his way to the far Pacific coast and settling at San Francisco, there engaged in a similar business. He continued a resident of that city for fourteen years and in 1882 came to Portland, where he at once opened an office and sought patronage as a contractor. The early contracts awarded him here proved his ability and worth and his business grew rapidly both in volume and importance. The piers of the Morrison and Burnside bridges testified his ability and thoroughness in his work. He was also the builder of the car barns at Sellwood, the apartment houses on Twelfth and Alder streets, and also at Twentieth and Flanders. He was likewise awarded the contract for the Tilford building, the warehouse for the Marshall, Wells Company, and, extending his efforts into other parts of the state, secured and executed the contract for the Eugene courthouse and the Polk county courthouse. He also built the foundation for the First Presbyterian church of Portland and for the J. Kahn building. He has filled contracts on other important buildings, including the Oregon Transfer Company's stables at Sixteenth and Kearney streets, the store building for Whitney & Grey at Twelfth and Stark streets, an apartment house for Mr. Murphy at Trinity place, the New York Bakery building at Seventh and East Belmont streets, an apartment house at Seventh and East Taylor streets, and many other large buildings. This brought him substantial success, and as he prospered in

his undertakings he laid by a handsome competence that enabled him about five years ago to turn his business over to his son, since which time he has practically lived retired.

It was on the 1st of March, 1879, that Mr. Zanello was married to Miss Eugenia Magginetti, who was born in the town of Biasca, Switzerland, of which country her parents were also natives. Mr. and Mrs. Zanello have become parents of five children, but one is now deceased. Those living are: John, born in Oakland, California; Fred, who was born in Portland and is his father's successor in business; Emmalita; and Ruth.

The parents hold membership in the Catholic church and Mr. Zanello is also a member of the Elks lodge. He owns and occupies a beautiful residence at No. 373 Larch street, and also has other property here which returns him a substantial annual rental. His life record is another proof of the fact that "America is the land of opportunity," for in this country, where labor is unhampered by caste or class, young men of foreign birth may work their way steadily upward and reach an equally creditable position with Mr. Zanello.

AUGUSTUS J. FANNO.

Augustus J. Fanno has established an extensive business in the cultivation of onions, carrying on the enterprise on a large scale. He makes his home in Portland, but was born in Washington county, Oregon, March 19, 1855. The family is of French lineage and was founded in America at the beginning of the French revolution, representatives of the name fleeing to this country on account of the persecution of large landholders at the time when mob violence took control and confiscated the interests of the nobility and all who had been favored by success.

Augustus Fanno, his father, was a native of Maine and arrived in Oregon in 1845. He was therefore one of the first settlers in the state. After remaining for a short time in Butteville, he settled on a farm in Washington county about seven miles from Portland, taking up a donation claim of six hundred and forty acres, to the cultivation and development of which he devoted his energies until his death, which occurred in 1884. He was the pioneer in the cultivation of onions in this section of the country, and it was due to his efforts that the vegetable has reached the present immense size. He recognized the fact that the dampness of the climate and the soil conditions were favorable for onion produce and thus instituted a business from which many have since derived substantial profit. He was also one of the early school teachers of the section in which he lived and thus contributed to the intellectual progress of the community. He married Rebecca Jane Denney, a native of Kentucky, who was reared in Indiana and with her brothers and sisters came to Oregon in 1849, settling at Fosters. There she engaged in teaching school before her marriage. She became the mother of six children, of whom Augustus J. Fanno was the third child and eldest son. Four of the number are still living. The mother lived to the advanced age of eighty-nine years, passing away in April, 1909. E. B. Fanno, a half-brother of Augustus J. Fanno, was born in 1840 and crossed the plains with his parents. The mother died soon after their arrival, and the father later married again. E. B. Fanno is now living in Chico, California. The other members of the family are: Mrs. I. L. Morelock, living on a part of the old home farm; Mrs. J. D. Wilmott of Portland; Augustus J.; and Alonzo R., a resident of Sellwood, one of the attractive suburbs of Portland.

Augustus J. Fanno was provided with excellent educational advantages, attending Forest Grove Academy and College, in which he pursued an independent course, completing his studies in 1878. He then took charge of his father's farm. For some years he was engaged in the onion business, and in 1883 formed

a partnership with his brother, Alonzo R., a connection that still maintains. They have since engaged extensively in the growing of onions and for several years A. J. Fanno has had the exclusive management of this business, his brother being interested in farming. They raise from eighteen to forty acres of onions each year and from fifteen to thirty acres of cabbages, and in 1898 were the first to begin shipping onions to Alaska.

For the past twelve years A. J. Fanno has made his home in Portland, from which point he supervises his farming interests and also manages his real-estate investments in this city and vicinity, owning considerable property in Portland. Various enterprises have likewise claimed his attention at times and profited by his sound judgment and discrimination, but his attention has been principally given to onion growing, and that he is considered authority upon this subject is indicated by the fact that he has been president of the Confederated Onion Growers Association since its organization in 1905.

It was on the 30th of December, 1879, that Mr. Fanno was united in marriage to Miss Kate Guren, a daughter of Mrs. Anna E. Guren, of Forest Grove. Her father, W. H. Guren, is an attorney of Sturgin, Missouri. One daughter has been born unto this union, Helen A., now the wife of T. M. Britten of Spokane, Washington. The family residence is at 423 Fifth street, and Mr. Fanno is a member of the Oregon Pioneer Society. His political views accord with the principles of the republican party, and he has always taken an active interest in politics, but has declined all offers of public office. He prefers to concentrate his energies upon his business affairs, and his close application and indefatigable energy have constituted the salient elements in his success.

JOSEPH GASTON.

Joseph Gaston, author of this history of Portland, whose loyalty to Oregon during the half century of his residence in this state has been manifest in many tangible and helpful ways, was born in the village of Lloydville, Belmont county, Ohio, November 14, 1833, and comes of French Huguenot ancestry, as do all, doubtless, of the Gastons of the United States—the family being represented in all of the states. On the revocation of the edict of Nantes, which had permitted the Protestant religion in France, the Gastons, together with other Huguenots, were expelled from that country, including John Gaston, who was born in France in the year 1600. He emigrated to Scotland and in the year 1662 his descendants removed to the north of Ireland, settling in County Antrim. From that settlement three brothers, John, William and Alexander Gaston, emigrated to America in the year 1700, establishing their home in the Carolinas. From this Carolina stock came Alexander Gaston, who was born in Charleston, South Carolina, in 1769, and was the father of Dr. Joseph Gaston and the grandfather of Joseph Gaston, of this review. Alexander Gaston removed to Washington county, Pennsylvania, in 1791, and there met and married Rachel Perry, a daughter of John Perry, a neighbor and a friend of George Washington. He served throughout the Revolutionary war as an officer of the Virginia Light Dragoons.

Dr. Joseph Gaston was united in marriage to Miss Nancy Fowler, a daughter of John Fowler, who fought with Commodore Perry in the battle of Lake Erie and was one of the six men who rowed the Commodore through the British line after the flag ship had been disabled. Perry himself was a relative of John Perry, the great-grandfather of Mr. Gaston.

Joseph Gaston was reared in the home of his grandmother, Mrs. Jean (McCormac) Fowler, in Morgan county, Ohio, obtaining what education he could in the country log schoolhouse in which a three-months' winter session was held. The remainder of the year was devoted to work on the farm until

he was sixteen years of age, when he began teaching in the country school and working in the sawmills. Laudable ambition prompted him to prepare for a field of labor in which his talents, energy and ambition might find broader scope. He studied law at St. Clairsville, Ohio, with Daniel Peck, and following his marriage to Narcissa Dodridge Jones, the daughter of Wilmeth and Sarah Jones, he removed to Oregon in 1862, after which he practiced law and edited the Jacksonville Sentinel, in Jackson county, Oregon, until 1864. In that year he took up the project of building a railroad from the Columbia river to the southern boundary of Oregon, and in 1864-5 prosecuted surveys for the road from Jacksonville to Portland. In 1864 he removed to Salem, Oregon, where he continued in the practice of law and also edited the Oregon Statesman, in order to earn money to pay his living expenses. He followed the business of promoting and building railroads in the state from 1866 until 1880, but an account of this railroad construction will be found in the chapter on railroads in this history. On retiring from this railroad work he settled on his farm at the town of Gaston and devoted several years to the work of draining and reclaiming Wappatoo Lake and converting a disease-breeding swamp into a beautiful farm. In this work, as in all others, he was most efficiently supported by an energetic and faithful wife, who devoted her time and means to the improvement of the neighborhood. She was particularly active in the Christian work of the locality and raised money and built what has since been called the Gaston Union church. In 1896 Mr. Gaston disposed of his farm and returned to Portland, where he is now living in Portland Heights, devoting his time to a fruit farm on the Columbia, opposite Hood river, and to the management of a great manufacturing enterprise in Lake county—the development of the soda-borax mines of Alkali lake.

During his career Mr. Gaston has been, as editor, connected with a number of enterprises, notably the Daily and Weekly Bulletin, competitor of the Oregonian, for the years 1874 and 1875, and with several agricultural journals, his taste for agriculture and country life leading him in that direction. While always taking an interest in politics and public affairs, he has never been an office holder and only once a candidate for office. In 1894, the populists, without solicitation on his part, nominated him for the office of justice of the supreme court, the result on the returns of the election being: Robert O. Bean, republican, forty thousand, four hundred and fifty-one; Joseph Gaston, populist, twenty-six thousand, one hundred and thirty-five; and John Bennett, democrat, eighteen thousand, six hundred and twenty-three. Mr. Gaston has always been an independent thinker, forming his opinions from close observation and thorough investigation of the subject that has claimed his attention, and from his studies and experience of life he has devolved a philosophy that has its root in those things which have definite value in character building and in the real progress of the world.

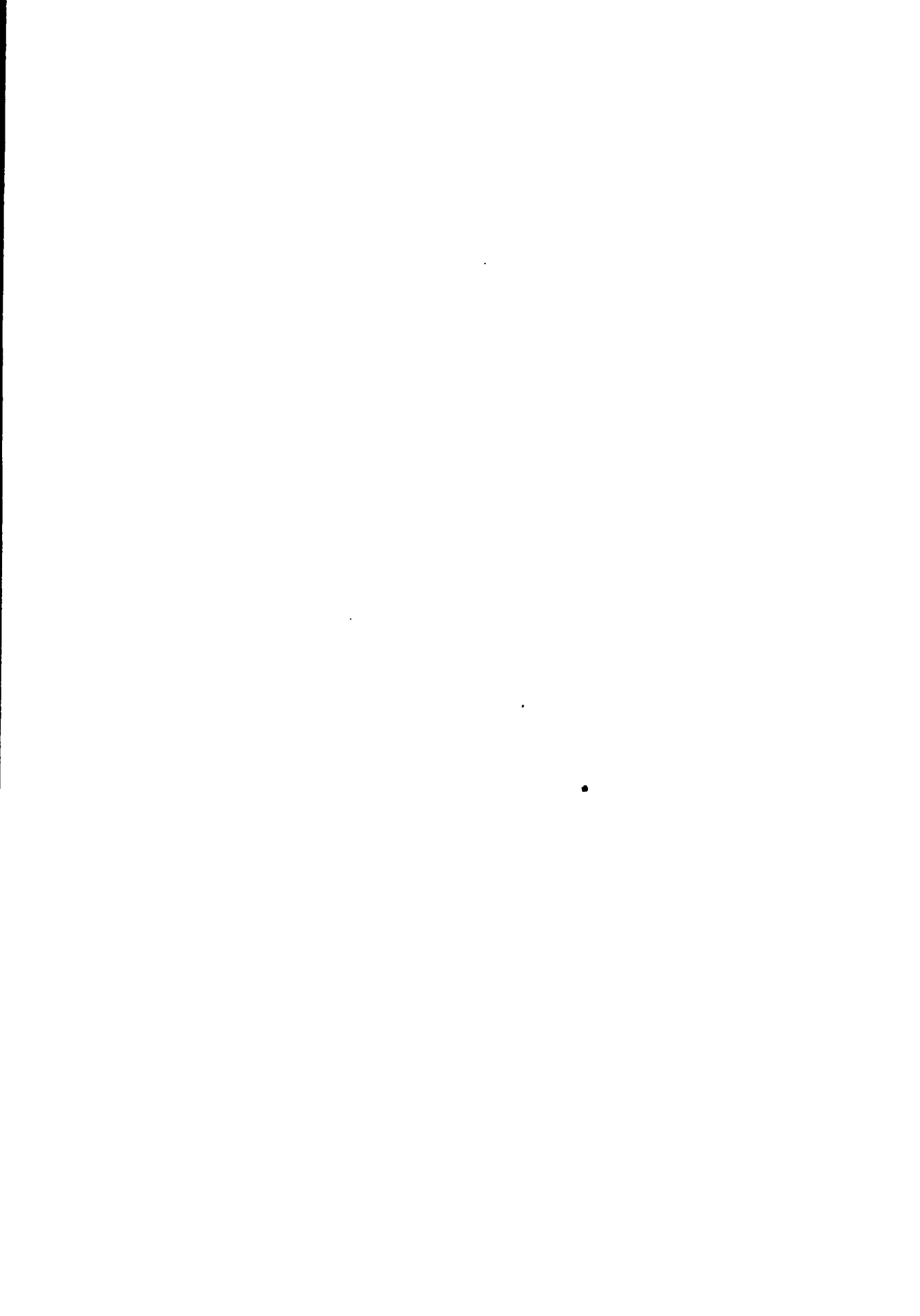
THE PUBLISHERS.

WILLIAM FRIBERG.

The west is characterized by a spirit of accomplishment; things are being planned and plans are successfully executed; something is being done continuously that contributes to growth and development. It has been in the great west that William Friberg has spent almost his entire life, and the spirit of progress has found expression in his own activity. He is a native, however, of the northern part of Sweden, born February 8, 1866. His parents were Eric O., and Anna (Anderson) Friberg, who remained residents of Sweden until 1868 when they bade adieu to friends and native country and sailed for the new world, establishing their home in Boone, Iowa. The father was a stone



WILLIAM FRIBERG



mason and bricklayer and followed his trade in Boone for two years, after which he removed to Clay county, South Dakota and took up a claim. From that time forward he made farming his principal occupation.

William Friberg was a tiny lad of but two summers when brought by his parents to the United States. His youthful days were passed in Iowa and in Clay county, South Dakota, where he acquired his education. At the age of seventeen years he left home in order to enter business life and provide for his own support. He decided to learn the trade of bricklaying, and went to Omaha, Nebraska, where he was employed in a brick-yard in the manufacture of brick and also engaged in laying brick. Two years later he went to Kansas City, Missouri, to complete the brick mason's trade, becoming a resident of that place in 1885 and remaining there until 1887. He then traveled through the western cities, working at his trade as a journeyman, and after spending nearly four years in Denver, Colorado, and other parts of the west, he came to Portland in 1891.

Mr. Friberg has since been closely associated with industrial interests in this city. He worked at his trade in the employ of others for nearly two years, and in 1894 began contracting on his own account. In the intervening years he has erected forty-two buildings in Portland, among the most important being the Henry building, the Commercial club, the Elks building, also a fine modern business block at the corner of Fifth and Ankeny streets for the Corbett estate, and also the Seward Hotel, the Young Men's Christian Association building, and the Fliedner building. He was likewise the builder of the Jorgensen building on Third and Main streets. In 1906 he became interested in the manufacture of brick, establishing his plant in Woods addition in connection with Andrew Friberg, who is also interested with William Friberg in the contracting business. Both branches of their business are proving profitable and their patronage in every line is growing in extent and importance.

In 1894 Mr. Friberg was united in marriage in Portland, to Miss Adele Lundgren, a daughter of Abel and Ammila Lundgren, also a native of Sweden, and their union has been blessed with one son, Louis William, who at the age of eleven years is attending the Portland schools.

In his fraternal relations Mr. Friberg is a Mason, and advancing through the various branches of the Scottish Rite, has attained the thirty-second degree. In the order he has made many friends who recognize his fidelity to the teachings of the craft. His political support is given the republican party. In business circles he has won confidence by reason of his thoroughly reliable methods, and his success is the tangible proof of his ability and close application.

WILLIAM PARSONS LEWIS.

William Parsons Lewis is an architect and contractor of Portland and many of the buildings which he has put up have been erected after designs which he has made. England claims him as her native son, his birth having occurred in Somerseshire in 1852. The days of his boyhood and youth were there passed and in that country he studied architecture, thus qualifying for the profession which he has followed much of his life. He was apprenticed to an architect when twelve years of age, and continued in that service until seventeen years of age, when, tiring of the routine and the limited opportunities offered him, he ran away and came to the United States, crossing the Atlantic in 1869.

After tarrying in the east for about four years, Mr. Lewis came to the Pacific coast in 1873, settling first at San Jose, California, where he remained for seven years, during which period he was connected with mill and stair building. On the 5th of January, 1880, he arrived in Portland and here he continued in the same lines which had previously claimed his attention. He operated the

Portland planing mills for a time and in 1896 established his present business as an architect and contractor. Within this period he has superintended the construction of the Lincoln high school and the residences of C. E. Ladd and W. W. Spaulding, together with some of the other leading buildings of the city. His ability as an architect enables him to make his own plans and designs, and in this he studies forms of beauty as well as of practical utility.

In 1873 Mr. Lewis was united in marriage to Miss Ida May Jewett, and they have two sons, Robert J., who is now associated in business with his father under the firm style of W. P. Lewis & Son; and William J., who is attending school. The family residence is at No. 725 Prospect Drive. Mr. Lewis has never had occasion to regret his determination to leave England and seek his home in America, which has aptly been termed "the land of opportunity." Here where capability and industry constitute the forces of advancement, he has made substantial progress and gained splendid success.

SAMUEL F. SCOTT.

Samuel F. Scott, who is a guard on the steel bridge at Portland, was born January 28, 1849, at Crawfordsville, Indiana. His father, John McClung Scott, came to Oregon in the early '60s. He, too, was a native of Indiana, having been born in Montgomery county, October 14, 1823. His parents were James and Mary (Marquis) Scott, the former born in the north of Ireland and the latter in Pennsylvania. Their family numbered four sons and three daughters. The Scotts have always been noted for longevity, many of the name having reached very advanced age.

The usual experiences of farm life came to John McClung Scott in his youth. The early subscription schools of Indiana afforded him his early educational privileges, and he was still quite young when the management of the home farm devolved upon him, owing to his father's death. In early manhood he was married in Indiana, on the 5th of September, 1844, to Mrs. Sarah W. Coons, who was born in Tennessee in November, 1822, and was the widow of Jesse Coons. By her first marriage she had one son, William Henry, who was born in 1841 and is now farming in Powells Valley, Oregon. He crossed the plains with Mr. Scott and lived with his mother and step-father up to the time of his marriage to Eliza Wallace.

Mr. and Mrs. John M. Scott resided upon an Indiana farm until 1853, when they removed to Wapello county, Iowa. They found the winters were too severe there, and in search of a more salubrious climate, they came to Oregon in 1862. They left their Iowa home in April and were several months upon the journey, reaching Portland on the 8th of October. A week was spent in this city, after which they removed to Lane county and a year later took up their abode on the Columbia river, where Mr. Scott rented a large dairy farm. Three years passed and he then invested in two hundred acres of land on the Columbia river, devoting his attention to general farming there for seventeen years. Three times the floods swept over his place, causing him heavy losses, yet he carefully and persistently conducted his farming and dairy enterprise until he had reached a place among the substantial citizens of this part of the state. In 1883 he sold his farming property and purchased a home in East Portland. There he conducted a small dairy business for a time, keeping a number of cows, but in the later years of his life lived retired. He was a witness of much of the growth and development of Portland, especially of the east side, for there were only a comparatively few houses on the east bank of the Willamette when he took up his abode there. In 1889 Mr. Scott returned to Iowa and Indiana to visit relatives, and the following year Mrs. Scott's mother, Mrs. Coons, came to Portland and lived with them for fourteen months, being at that time eighty-seven years

of age. She then returned to Indiana, where her death occurred. On the 10th of April, 1897, Mrs. Scott died, her death being deeply deplored by many friends as well as by her immediate family. She and her husband had traveled life's journey together for more than fifty years, sharing with each other the joys and sorrows, adversity and prosperity which checker the careers of all. She held membership in the First Christian church of Portland, to which Mr. Scott also belonged. In 1854 he was made a Mason at Ottumwa, Iowa, transferring his membership later to Mount Tabor Lodge, and at one time served as its master. He was one of the organizers of the Columbia Lodge in 1858, and at all times was loyal to the principles of the fraternity. While he never sought office as a reward for party fealty, his fellow townsmen frequently called him to positions of public trust. His early political support was given to the whig party, his first presidential vote being cast for Henry Clay, and upon the dissolution of that party he became a stalwart republican. In 1876 he was chosen to represent his district in the state legislature and was reelected in 1878, so that he served during the last session held in the old state house and the first session held in the new capitol. After a long and useful life he passed away on the 16th of November, 1910, at the age of eighty-seven years. A plain man, an exponent of the simple life, the keynote of which through all of his active years was devotion to duty that lay nearest to his hand, and an honest man in principle and in practice, he was beloved by his family, respected by his neighbors and honored by the community in which he lived. His long residence in Portland and this part of the state made his history closely interwoven with Oregon's development. To omit his record would be to break a link in the chain of pioneers that binds the past to the present.

Mr. and Mrs. John M. Scott became the parents of the following named sons and daughters: Mary, the eldest, born in 1845, was married in Portland to Stephen Hill, who died, leaving three children. Samuel F. is the second. Riland died in Indiana at the age of six years. Sarah E., born in Iowa in 1855, was married in 1876 to H. R. Long of Portland, and to W. F. Wagner in 1907. Laura H., born in Iowa in 1858, completes the family.

Samuel F. Scott was only four years of age when his parents removed to Wapello county, Iowa, where he remained until 1862. The family then came to Oregon, and though a youth of about thirteen years, he still remembers the trip across the plains. It was a long and wearisome journey, for the ox teams made but little progress and many hardships and privations befell the travelers as they slowly proceeded toward the setting sun, crossing prairie and plain, stream and mountain. Eventually they reached The Dalles and from that point proceeded down the Columbia river by boat. Samuel F. Scott completed his education in the Portland Academy under Professor Frambie. The period of his youth was largely devoted to assisting his father on the farm, and he there remained until twenty-four years of age, when he was married to Clara S. Payne, a daughter of W. H. Payne, who was born near Wheeling, West Virginia, October 30, 1830, and was one of the Oregon pioneers of 1851. Her father came here from Ohio and her mother from Iowa. Mrs. Scott was born near the old Captain Love place on the Columbia, one of the noted ranches of the early days. Her birth occurred September 8, 1855, and she is a member of the Oregon Pioneer Association.

Following his marriage, Mr. Scott removed to a farm of his own and unto him and his wife there were born six children: Captain R. O. Scott, an officer of the Oregon National Guard; Winnie, who died in infancy; Olive May; Eva Inez, the wife of Capt. W. C. North, who is a veteran of the Spanish-American war, having served in the Philippine Islands and is now deputy assessor; Frank Morton, a civil engineer of this city; and Ruby Wray.

After devoting a number of years to farming, Mr. Scott took up his abode in Portland and is now acceptably filling the position of guard on the steel bridge. Both he and his wife are members of the Methodist church and are loyal to its

teachings. His political indorsement is given to the republican party and he is interested in all that pertains to Portland's development and progress. While he came too late to Oregon to be numbered among its pioneers, he has lived continuously in the state for forty-eight years, so that he has witnessed much of its growth and development.

HON. HENRY WAGNER.

Mastering the lessons of life day by day until his post-graduate work in the school of experience has placed him with the men of eminent business ability, Henry Wagner has for years figured prominently in the life of Portland, being recognized for a long period as an able lawyer, while in later years he has concentrated his energies upon the management of the Henry Weinhard estate. To speak of him only as a business man, however, would be to give but an impartial and one-sided view. He is prominent in the social life of the city and more particularly in the musical circles, his labors and cooperation constituting a valuable factor in promoting the musical culture of the city. His varied interests and activities have, therefore, made his a well rounded character and, moreover, he has been an interested witness of Portland's growth and development for forty-six years.

It was in this city that he was born, September 5, 1864. Hessen, Germany, was long the ancestral home of the family and it was in that province that his father, John Wagner, was born in 1836. Crossing the Atlantic to New York in 1851, when a youth of fifteen years, he remained in the eastern metropolis for a time and afterward became a resident of New Orleans. In 1858 he arrived in San Francisco and four years later established his home in Portland, remaining a factor in the business life of this city throughout the intervening period to the time of his death. No native born citizen displayed greater loyalty to America or a loftier patriotism. He was prominent among the German citizens of Portland and manifested the deepest interest in the welfare of his fellow countrymen. He was president of the German Aid Society, of the Verein Eintracht and the Independent German School Association and he was likewise an active member of many American societies. In early manhood he married Miss Charlotte Hergenroeder, also a native of Hessen, Germany, who died in Portland in 1897, leaving two sons, Henry and Alexander, the latter for many years note teller of the First National Bank of Portland. The death of John Wagner occurred in 1907, when he had reached the age of seventy-one years.

That Henry Wagner was an apt pupil and applied himself diligently to the tasks assigned him in the acquirement of an education is indicated in the fact that he was only thirteen years of age when he completed the course in the Independent German School. With the broad field of business opening before him he sought a position in the employ of C. A. Landenberger, editor of the German paper and later in preparation for the duties of business life attended the Portland Business College. At the age of fourteen years he entered the dry-goods house of Lewis & Strauss, where he remained for four years, when consideration of the different activities he might follow led him to the belief that the practice of law would prove more congenial than merchandising. Accordingly he began reading under the direction of Ellis G. Hughes and in 1886 was admitted to the bar at the October term of the supreme court and entered upon active practice the following year. He gave his attention to general interests along professional lines, specializing in no department, proving his capability in many. He followed his profession continually and successfully until 1896, when he was elected to the state legislature on the republican ticket and took his seat in the lower house of the general assembly. The following year he



HENRY WAGNER

became connected with the Henry Weinhard brewery, to which he has since devoted his entire attention, becoming one of the managers of the estate upon the death of Henry Weinhard in 1904.

Mr. Wagner was married on the 21st of June, 1893, to Miss Louise Henrietta Weinhard, daughter of Henry Weinhard. Mrs. Wagner died on the 24th of October, 1905, leaving a son, Henry Weinhard Wagner, now sixteen years of age, a student in the Portland Academy. The family residence is at No. 61 North Eighteenth street.

Mr. Wagner is identified with various clubs of the city and is of a pre-eminently social disposition with high appreciation for the pleasures and obligations of citizenship. He has cooperated in progressive public movements as a member of the Chamber of Commerce and of the Commercial Club. He belongs to the Arlington Club, Waverly Golf Club, Hunt Club, German Aid Society, Verein Eintracht, Turn Verein, Sons of Herrmann and the Arion Singing Society. He was one of the organizers of the Orchestral Union, a noted amateur orchestra, which flourished between 1881 and 1892. He acted as concert master for four years, succeeding E. E. Coursen, one of the leading violinists of Portland. He was also one of the organizers of the Arion Society and of the Boyer Glee Club. Aside from business his interests center perhaps most largely in music. His unfeigned cordiality has won him high and enduring regard and he is ever a welcome visitor in club life and in the different homes to which friendship wins him entrance.

CHARLES JEROME REED.

Charles Jerome Reed, engaged in the life insurance business in Portland, was born in Auburn, New York, May 12, 1855. His father, Silas Walker Reed, also a native of the Empire state, was proprietor of the rolling mill at Auburn during the greater part of his life and there died in 1906, at the age of eighty-five years. His wife, whose maiden name was Euphemia Louise Holmes, was also a native of New York and a representative of one of the old families of Auburn. Her death occurred about 1871. Their family numbered two sons, the elder brother, George Mathews Reed, being an iron manufacturer who died in 1888.

Charles J. Reed pursued his education in the public schools of Auburn until graduated from the high school in the class of 1870. He was for many years in the employ of D. M. Osborn & Company, manufacturers of harvesting machinery, and in 1880 he came to Portland as their representative. Here he engaged in the agricultural implement business until 1900, and on selling out in that year became receiver for the Wolff & Zwicker Iron Works. In 1902, after settling up their affairs, he turned his attention to the life insurance business in which he has since continued, securing a large clientage in this connection whereby he writes an extensive amount of insurance each year. In 1905 he was appointed United States marshal, which office he filled until the 1st of August, 1910. The appointment came to him from President Roosevelt, on the recommendation of Francis J. Heney, Mr. Heney having the utmost confidence in the integrity and stability of Mr. Reed. Upon retiring from the office he again established himself in the life insurance business with offices in the Henry building.

On the 15th of November, 1886, in Portland, Mr. Reed was married to Miss Margaret Green, the eldest daughter of Henry D. Green, one of the old-time residents of this city. They have two children: John Silas, twenty-three years of age, now traveling in Europe; and Henry Green, twenty years of age, a student in Harvard. The family reside at 715 Everett street.

Mr. Reed belongs to the Arlington Club and in politics is a republican. He has always taken a citizen's interest in politics, and in 1910 was induced to run

for the nomination for congressman from the second district of Oregon. He has become an enthusiastic supporter of the northwest and cooperates earnestly and effectively in various movements which are features in the upbuilding and welfare of Portland.

THOMAS MANN.

Thomas Mann was one of ten children born to Andrew and Magdelene (Graham) Mann, on the 28th of April, 1836, on the farm Lindeen near Sir Walter Scott's seat, Abbotsford, in Roxburghshire, Scotland. Being a feeble child, he was unable to take advantage of such schools as existed at that day, but later, when eleven years of age, he attended school in Selkirk, walking four miles—a peat in one hand and a penny in the other, to pay for five days' instruction in reading, writing and arithmetic. His father died in 1849, and as wages were very low in Scotland, he left that country in April, 1852, and made his way to Newcastle, England, where remuneration for labor was much better. After two years' work on a railroad, in coal mines and in brickwork, Thomas Mann, in company with Michael Stephensen, boarded the American sailing ship Constitution, under command of Captain Gray, at Liverpool, on the 22d day of June, 1854, and arrived at New York on the 6th of August following. After five years spent in the state of New York, Canada and the western states, working in Buffalo, Toronto, Brentford and London, Canada, Chicago, Illinois, Valparaiso, Indiana, and other western cities, he found himself, in June, 1859, aboard the steamship Star of the West in New York harbor bound for Aspinwall. He crossed the isthmus by railroad, viewed the ancient city of Panama under armed escort and then boarded the steamship Golden Age bound for San Francisco, where he arrived on the 17th of July. On the 20th of the month he left San Francisco on the steamer Forward for Victoria, on Vancouver Island. When on this steamer he saw for the first time the Oregon coast mountains. The steamship Forward anchored in Neah Bay, Washington, where he had the first glimpse of the natives, took a ride in their canoe, and first set foot on the soil of this great northwestern coast. He arrived in the infant city of Victoria on the 27th of July and spent five years there in contracting and building. The spring of 1866 found him, with many others, broken in spirit and in purse, for during the winter of 1865-6 diphtheria and typhoid fever ruined many fair and happy families, his beloved wife, Mrs. Barbara Mann, being among the number who succumbed to disease.

After trying the Big Bend mine on French Creek, Mr. Mann took passage on the steamer 49, which was bound for Fort Colville, Umatilla, The Dalles and Portland, Oregon, arriving at the last named place on the 28th of June, 1866. He worked that year for T. M. Richardson on a building for Chas. M. Carter at Front and Washington streets, and in the spring of 1867 he went to San Francisco, where he followed his trade. The climate there, however, did not agree with him, and on the 22d of June, 1868, he returned to Portland on the steamship Pacific. This was a notable trip, coasting close to the Oregon shore, a party of United States engineers being aboard. He has continued to make Portland his home from that date—1868.

Mr. Mann, on arriving on this coast, was so much impressed with its possibilities that he immediately took steps to bring all his brothers and sisters with their families, and also his mother, to the northwest. There were twenty-eight persons in all, young and old, whom he induced and aided to come to this promising northwest coast.

In 1863 Mr. Mann went to Paris, Canada, where he married Barbara Brown on the 13th of March, 1864. He returned to Victoria by the Aspinwall route, reaching San Francisco in due time on the Constitution, then proceeding as a

passenger on the Sierra Nevada to Portland and Victoria. This was his first visit to Portland. The First Presbyterian church was being built at the corner of Third and Washington streets, where the Spaulding building now stands. On returning to Victoria he was weather-bound in the North channel near Ilwaco for two days. He aided greatly in building up Portland and other Oregon cities, having the contracts for brickwork on the state capital and insane asylum, also three of the additions thereto and the contract for the brickwork on the Lincoln high school of Portland in 1883, the Oregon City courthouse in 1884 and the Benton county courthouse in 1886. At length he met with an accident which incapacitated him for further work in that line. In 1874 he entered the medical department of Willamette University and was graduated with the M. D. degree in 1876. The same year he pursued a post-graduate course in the University of California.

Mr. Mann was married in Canada, March 13, 1864, to Barbara Brown, who died in 1866, leaving one son, Thomas Stephensen Mann, manager of the Pacific Stoneware Company of Portland. In 1873 Mr. Mann wedded Elizabeth Driver, who died in February, 1884. In 1900 he married Mary Hawthorne, who died in October, 1906, and in 1909 Bessie F. Hill became his wife. By this marriage there is one daughter. Mr. Mann is a member of Willamette Lodge, A. F. & A. M., and of Portland Chapter No. 3, R. A. M. He has always endeavored to do his duty as he saw it toward all men. He helped to organize the first St. Andrew's Society in Victoria in 1860 and also the First Presbyterian church of that place in the same year.

BENTON KILLIN.

The laudable ambition and firm purpose which enabled Benton Killin to provide for his own education in the face of difficulties, which would have deterred many a youth of less resolute spirit, foreshadowed the success which he would achieve in later life and which made him one of the successful business men and prominent lawyers of Oregon. Portland has ever been proud of his record, inas much as he was ever a high type of American manhood and chivalry, who staunchly defended the interests of the city and sought her progress along all legitimate lines.

A native of Des Moines, Iowa, Benton Killin, was born August 5, 1842. When only three years of age his parents, John and Frances (Ulam) Killin, crossed the plains and after spending some time in Linn county, Oregon, in the spring of 1847 took up their abode on what became known as the old homestead on Butte creek in Clackamas county. It was a difficult task that confronted the pioneer who must reclaim his farm from the wilderness, cutting away the timber, plowing the fields hitherto undeveloped and meeting with difficulties and hardships that he knew naught of until they confronted him in his efforts to establish a homestead upon the western frontier.

Benton Killin devoted twelve years of his youth to hard work upon the farm, assisting his father in the development of the place. While his time was occupied with the work of plowing, planting and harvesting, his ambition reached out to other lines. He was desirous of securing a better education than had been afforded him in the district schools of the neighborhood and when sixteen years of age he started from home, imbued with the purpose of providing the means that would enable him to continue his studies. The summer months were devoted to unremitting toil upon a farm and with the wages thus earned he met his tuition and the other expenses of a course in the Willamette University, where he remained as a student until the spring of 1861. All through the periods of vacation his time was occupied with farm labor, and on Saturdays he sought such employment as he could secure in order to supplement his very limited

financial resources. In the spring of 1861 his health failed. There was every symptom of incipient tuberculosis and he knew that outdoor life must be had if he regain his health. Accordingly he went to the mines in the mountain regions of Idaho, where he remained until January, 1862. He was benefited and, in fact, entirely restored by the life which he there led.

His patriotism being aroused by the continued attempt of the south to overthrow the Union, Mr. Killin joined the army, enlisting January 20, 1862, as a member of Company B, First Oregon Cavalry. He was stationed that winter at Fort Vancouver, Washington, and in the following spring was sent with his company to guard the Oregon trail against the Snake Indians. He served continuously for the three years of his enlistment, enduring many hardships, and was made corporal October 1, 1863. He was honorably discharged at Fort Vancouver on the 20th of January, 1865, at which time a lieutenant's commission in the regular army was offered him, but he chose to enter the legal profession.

Mr. Killin then bent his energies toward the acquirement of such an education as he regarded a sufficient equipment for life's practical and responsible duties. In the fall of 1865 he became a pupil in the Pacific University at Forest Grove, and with untiring diligence prosecuted his studies for a year, completing the work of a two years' course in that time. He then took up the study of law and, in order to provide for his support while preparing for the bar, devoted the winter months to teaching school. He proved his capability in that connection and in 1866 was elected superintendent of the schools of Clackamas county. In the fall of 1867 he was admitted to the bar and at once opened an office in Oregon City. No dreary novitiate awaited him. Almost from the first he won recognition as one of the strong and able lawyers practicing there, and in the opening year of his connection with the legal fraternity he tried and won what was regarded as one of the most stubbornly contested damage cases ever fought in the courts of Oregon, whereby his clients recovered four thousand dollars. In 1870 offers of a partnership were made him by Hon. E. D. Shattuck, of the firm of Logan & Shattuck, and on the 1st of January of that year he joined the firm under the style of Logan, Shattuck & Killin and did much to maintain the high reputation which the firm always enjoyed. The partnership was continued for about four years, the firm becoming recognized as one of the most prominent in the state, so that when it was dissolved in 1874, by the retirement of Hon. David Logan and the return of the Hon. E. D. Shattuck to the bench, Mr. Killin's position in the front rank of the Portland bar was fully established. He never for an instant receded from the eminence to which he attained during that period and, in fact, made further progress in a profession which is a sure indication of individual merit and ability, as success must always depend upon those qualities.

In July, 1873, Mr. Killin was united in marriage to Miss Harriet Burnett Hoover, who was born in Washington county, Oregon, June 6, 1848, a daughter of Jacob and Malinda (Case) Hoover. Her father, who is now deceased, came to Oregon during the early period of the state's development and for many years was one of the most honored pioneers of Washington county. Her brother, Hon. Jacob Hoover, was at one time mayor of Spokane Falls, and was the organizer and president of the Exchange National Bank of that city. The children of Mr. and Mrs. Killin are: Thomas Benton, now living in Portland; and Letitia Estelle, the wife of Dr. Frank B. Kistner.

In the practice of his profession, Mr. Killin devoted his attention largely to that branch of the law bearing upon land titles and real estate, and his opinions, always honestly given, carried with them a weight second only to the decisions of the highest courts. His understanding of the principles of the law bearing upon his specialty was most comprehensive and accurate. He never allowed personal bias or prejudice to interfere in the faithful performance of his professional duties, but sought to advise his clients according to the best interpretation of the law, while in the courts he protected their interests with unfalter-

ing fidelity. He made large investment in real estate and the rise in value which he anticipated brought him at length an ample fortune.

In his political views Mr. Killin was an earnest democrat but not aggressively partisan. He believed that the welfare of the country should transcend all partisanship and that the interests of the community should ever be considered before personal aggrandizement. He was appointed a member of the board of regents of the Oregon Agricultural College by Governor Lord December 15, 1894, serving nine years. In later years he was much interested in agriculture and was largely instrumental in building up that institution. At the time of his death, May 26, 1905, he was a trustee of Pacific University, the same institution in which he received a part of his early education. A keen intellect, a habit of analytical reasoning and of close deduction enabled him to view any question from almost every standpoint and to arrive at a just and unbiased opinion. He always fearlessly expressed his views, yet never intrenched on the rights of others in this connection. He was a man of spotless integrity and honor, who enjoyed in the fullest measure the confidence and good-will of all who knew him. He stood for all that was best in manhood and in citizenship and no one has ever more fully merited the regard of his fellow citizens than did Benton Killin.

WILLIAM ALFRED SPANTON.

William Alfred Spanton, president and manager of The Spanton Company, realty operators, was born at Pruett, Kentucky, February 17, 1883, a son of T. W. and Lucy Ellen (Frazier) Spanton, the former a farmer by occupation. The Fraziers have a family tree which gives the ancestral record for several generations. The Spanton family is of English lineage.

William Alfred Spanton supplemented his early educational privileges by study in the Kentucky State College at Lexington. He pursued a classical course, but left college in 1903, a year prior to the date which would have been that of his graduation. His first business undertaking was in the line of horse trading. He was reared upon a farm and had the Kentuckian's love of horses, so that when he was but eleven years of age he was well known in the home locality as a horse trader. He was sixteen years of age when he matriculated in the Kentucky State College, and while there pursuing his studies he played right tackle on the varsity football team. He still retains fond memories of Lexington, of her beautiful and true women, of the fine blue grass fields, and of the indolent colored population—all characteristic features of that region.

After leaving college, Mr. Spanton entered the service of the Chesapeake & Ohio Railroad at Cincinnati, Ohio, in a clerical capacity, filling the position from the 15th of June, 1903, until he resigned on the 15th of July, 1904, in order to come to the northwest. He was keenly interested in this section of the country and its possibilities and as the months passed by he resolved that he would seek his fortune on the Pacific coast. He arrived at Bellingham, Washington, on the 31st of August, 1904, and there remained until July 9, 1905, when he went to Seattle. He returned to Bellingham on the 1st of October, and on the 10th of March, 1906, again became a resident of Seattle. On the last day of May of the same year he arrived in Portland, and in December, 1906, organized the Spanton Company of which he has always been the president. He has since been identified with real-estate interests in this city, and in the intervening period of four years has secured a large clientage that makes his business one of considerable importance. During this time he has put on the market fifteen subdivisions, including the Spanton addition, Terrace Park, Villa Hill, Evanston, Alder Springs, Council Crest and Healy Heights, for which they paid an excess of three hundred thousand dollars.

On the 9th of November, 1910, Mr. Spanton was united in marriage to Miss Elizabeth Searles of Lexington, Kentucky, who belongs to a family that was founded in that state eighty years ago. On her father's side she is connected with the Lee family, of which Robert E. Lee was a prominent member, and she is also a cousin of General Hood of the Confederate army.

Mr. Spanton is a member of the Sigma Alpha Epsilon fraternity and his religious faith is indicated by his membership in the Presbyterian church. Although a young man, he has made for himself a creditable position in business circles, and the qualities which he has displayed augur well for further success in the future.

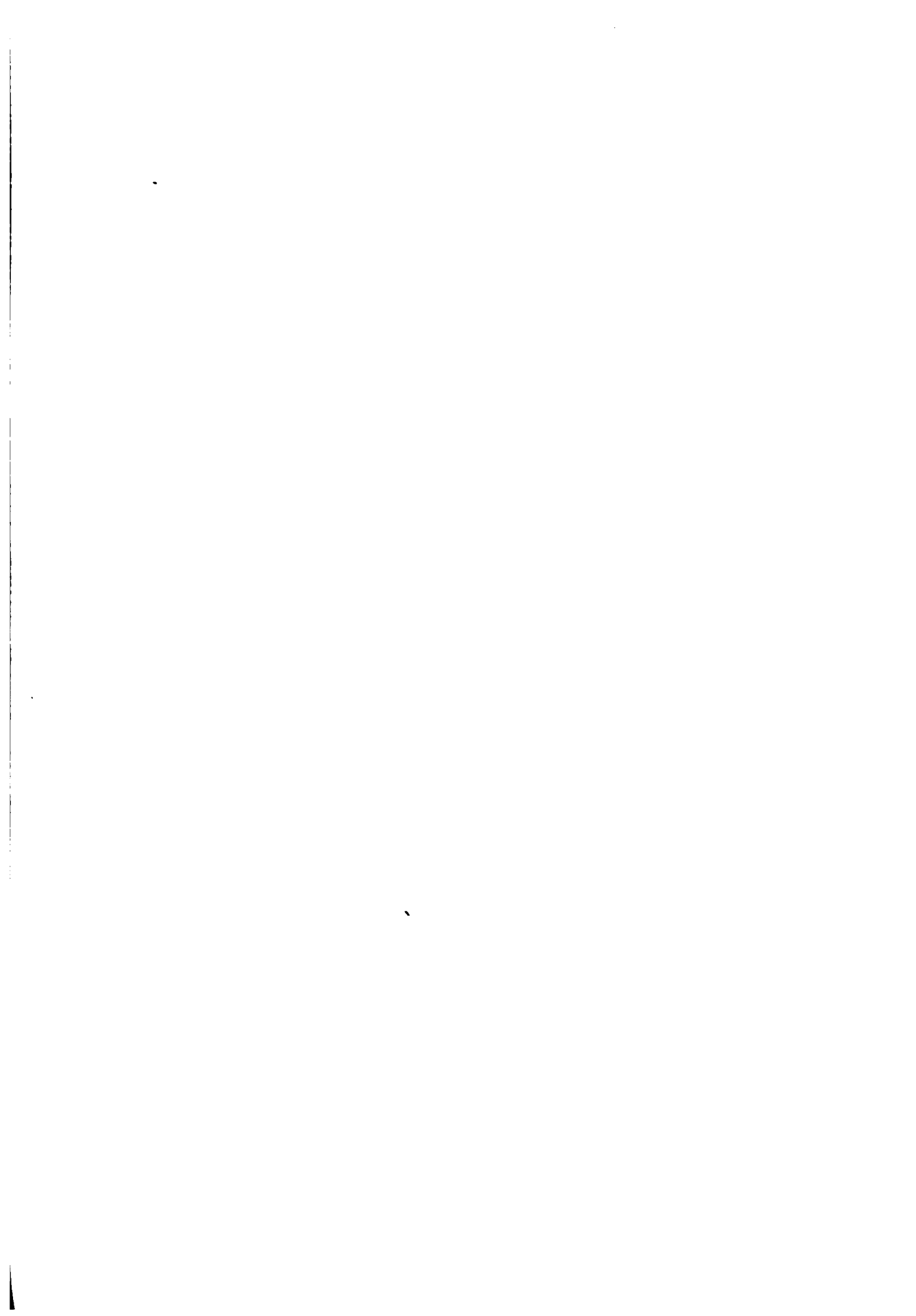
MARSHALL J. KINNEY.

Honored and respected by all, there is no man who occupies a more enviable position in commercial circles of Portland and the northwest than Marshall J. Kinney, one of the foremost representatives of the salmon canning industry and of the lumber interests of the Pacific coast. His prominent position is due not alone to the success he has attained but also to the straightforward business principles which he has ever followed—principles which have never sought nor required disguise, and which are based upon a recognition of the rights of others. In the course of his advancement he has followed only constructive measures, never sacrificing the interests of others to his own progress but rather securing his success along lines which have proved of benefit to his fellowmen as well as to himself. For more than six decades the name of Kinney has been an honored one in commercial circles in this part of the country.

Marshall J. Kinney was brought to Oregon in his infancy by his parents, Robert C. and Eliza (Bigelow) Kinney. The former was a son of Samuel Kinney and a nephew of Governor William Kinney, of Illinois. His birth occurred at Belleville, St. Clair county, that state, in 1813, while his parents were natives of Kentucky. In his early manhood he preempted a tract of land on the western bank of the Mississippi river, laid out a town, built a hotel and wharf and thus became the founder of Muscatine, Iowa, between which point and St. Louis he ran a boat. He was also identified with the milling interests of that place, operating both a flour and saw mill. He also read law for a time under Judge Hastings, and though he never engaged in practice his knowledge of the law proved a valuable element in his commercial career. A study of the country and its natural resources led him to the opinion that splendid opportunities were offered in the northwest and in 1847 he started with his family by way of the Platte road and over the Oregon trail to the Pacific coast. After weary months of travel he took up a donation claim near La Fayette, Oregon, but later joined in the rush to the gold fields of California, where he spent portions of the years 1848 and 1849. He did not realize the fortune which report had said could be secured there in an almost incredibly short space of time, and, returning to Oregon, he again took up his abode upon his farm, devoting a number of years to its development and improvement. He again became identified with milling interests in 1859, when he purchased the McMinnville mills, which he conducted with profit, and further extended his efforts in that direction by the purchase, in 1875, of the flour mills in Salem, to which place he removed his family. The substantial growth of the business and the expansion of his trade connections led to the establishment of branch offices in Portland, San Francisco and in Liverpool, England. The Salem Milling Company chartered the first vessel for the shipment of flour from Portland to Liverpool, China, Hindoostan and other points in the Orient, and to Montevideo, South America. With the development of the business Mr. Kinney took his sons into partnership and the operations of the firm became among the most extensive in their line in the northwest. At the same



ROBERT KINNEY



time Mr. Kinney took an active and helpful part in affairs of public moment and was elected as a delegate to the convention which framed the first constitution for Oregon.

Robert C. Kinney married Elizabeth Bigelow, a native of Nova Scotia and a daughter of Daniel Bigelow, who removed from Canada to Illinois and thence to Wisconsin, where he conducted a sawmill. This became the nucleus of a little village which he called Milwaukee. Unto Mr. and Mrs. Robert C. Kinney there were born eight children who reached adult age. Mrs. Mary Jane Smith, the eldest, is a resident of Astoria, where her two sons, Senator J. H. Smith and A. M. Smith, are prominent attorneys. Albert W. Kinney was associated with his father in the milling business at Salem until his death in 1882. William S. Kinney was the president and manager of the Clatsop Saw Mill Company until his death in 1899 and was in partnership with his father and brothers, Albert W. and M. J. Kinney, in their extensive operations in the northwest. Augustus C. Kinney, a physician of Astoria, gained distinction as a specialist on tuberculosis, being among the first advocates of the germ theory of the origin of this disease. He had come to be recognized in America as an authority upon the subject before the demonstration of Koch, of Germany, removed the doubt by the discovery of the tubercular bacillus. Dr. Kinney has been a liberal contributor to medical journals and is regarded as one of the eminent members of the profession. Dr. Alfred Kinney is also a successful practitioner of Astoria. The daughters are Mrs. Josephine Walker, of San Francisco, and Mrs. Eliza Peyton, the wife of Dr. J. E. Peyton, of Redlands, California.

Marshall J. Kinney, the fourth son, supplemented his public-school course by study in the McMinnville Academy and then joined his father in business, to which he closely applied himself, bending every energy toward the task of gaining definite and comprehensive understanding of the business both in principle and detail. Such was the progress that he made that in 1867, when but twenty-one years of age, his father sent him to San Francisco to assume the supervision of a branch office there, the business at that point reaching hundreds of thousands of dollars per annum and extending from ocean to ocean. He so capably controlled the interests of the firm at that point as to awaken the wonderment, admiration and regard of all who knew him. His father died in 1875 and his brother Albert in 1882. This was followed by the sale of the mills at Salem, and Marshall J. Kinney therefore returned to Oregon and became interested, in 1876, in the salmon industry at Astoria. He bent his energies toward the development of the trade as well as to the conduct of the plant and in a short time was at the head of the largest salmon cannery in the world. Moreover, he closely studied the opportunities and possibilities of the business, introduced improved machinery and methods and otherwise promoted the trade interests until the name of Kinney became a synonym for fair dealing in connection with the salmon trade of the country as well as a synonym for excellence of product. Extending his efforts as his Astoria business proved the profits that could accrue, he became the owner of canneries at Chilcoot and Cape Fox in Alaska and also established a cannery at Fair Haven, Washington, owned by a company of which he is still the president. Recognizing the possibilities for activity and success in the field of lumber operations, he has also been identified with the manufacture of lumber in this section of the country for almost three decades. He is associated with his brother William in the ownership of the Clatsop Mills which utilize Oregon timber in the manufacture of lumber. The company now owns valuable tracts of timber land on the Columbia river and in the coast countries. Since 1899 he has been a resident of Portland and from this place superintends his mammoth business interests.

Mr. Kinney has been married twice. While in San Francisco he wedded Margaret Morgan, who spent her entire life in that city and at her death left a daughter, Harriet M. In 1888 Mr. Kinney was united in marriage to Miss Narcissa White, a lady of national reputation in connection with her work in the

temperance movement. She was born in Grove City, Pennsylvania, in 1854, and was the sixth daughter of George W. and Susanna Kerr (Wallace) White. She was descended in both the paternal and maternal lines from Scotch ancestry, although the families were residents of northern Ireland for several generations. Her mother was a direct descendant of Adam Wallace, who was burned to the stake in Scotland because of his religious belief, the record thereof being found in Fox's Book of Martyrs. His sons, David and Moses Wallace, then fled to the north of Ireland, whence Hugh Wallace came to America in 1796, settling in western Pennsylvania. He was the father of Susanna K. Wallace. Walter White, an ancestor of Mrs. Kinney in the paternal line, was one of the Christian martyrs of the reign of Queen Mary and four of the different ancestors of Mrs. Kinney were soldiers at the battle of the Boyne. Her father, George W. White, was a man of broad scholarship, well versed in history, literature and in biblical knowledge. He was killed in a railroad accident near his home in 1883 when eighty years of age. He married Susanna K. Wallace, who when a young lady of eighteen years came from her native country of Ireland to America. Like her husband, her life was permeated by her Christian faith and their children, a son and seven daughters, were reared in a religious atmosphere and were liberally educated, the parents recognizing the fact that they could give to them no better legacy than a liberal education. The youngest daughter, Maria, from her early childhood longed to become a missionary in foreign fields and at length, gaining her parents' consent, began preparation for the work of a medical missionary. After graduating from a medical school in New York city she spent a year in work in the slums of the metropolis and in 1886 sailed for India, beginning work in Sialkote under the board of the United Presbyterian church. In a few years she had raised funds sufficient to found a medical hospital there, the work of which in its physical and moral phase, being of incalculable benefit to the people of that district. After several years Dr. White returned to America with health greatly impaired but in 1902 again sailed for India.

Narcissa White was educated in the public schools of Grove City, Pennsylvania, and in the State Normal School, from which she was graduated with high honors. She was then elected principal of the training school in Edinboro, Pennsylvania, and later was sent out through the state to organize county institutes, in which she gave instruction in chart work and in elocution. Her close application and zeal undermined her health and she entered upon an enforced rest of two years. During that time her deep interest became aroused in the temperance crusade which resulted in the organization of the Woman's Christian Temperance Union. She studied the movement, its aims and its methods, and at length entered heart and soul into the work, at first concentrating her energies upon the Grove City Union, of which she was an active president. Later she became county president, then state superintendent of scientific temperance instruction and in that connection visited county institutes, where she gave instruction in scientific teaching of the effects of alcoholics and narcotics upon the human system in such a logical way as to elicit warm commendation from educators generally. In 1880 she was chosen national lecturer and organizer and in that capacity visited every state and territory in the Union, also in Canada and British Columbia. Gifted by nature with a keen mind and ready sympathy, she made wonderful progress and development in the years of her public work. One of her biographers has said: "She possessed a keen, logical mind, a most persuasive manner, a quick, sparkling wit and a charming personality. Her face was handsome and expressive, one that would attract attention among the crowds. She had a lofty, graceful bearing and a fine physique. Her address was dignified, without a suggestion of haughtiness. She was gracious to everyone, yet without a trace of superiority. Her success as a platform orator was remarkable. She had developed into one of the most brilliant speakers in the entire coterie engaged in reform and educational work and was sought far and near and everywhere hailed with delight. Her presence was magnetic; her voice, which she had carefully culti-

vated, was clear and penetrating, so flexible and sympathetic that she swayed her audience at her will. She brought to the platform such intense enthusiasm that it was contagious and impelled her hearers to give assent to her earnest pleadings. As a champion of truth and righteousness and in shaping and carrying forward the great reforms of her day, she had no mean part. Her great heart was stirred to its very depths by the wrongs inflicted upon defenseless women and children by the liquor traffic, and her deep sense of right and justice was outraged by the protection the traffic received from our national and civic government, so she threw her whole soul into the battle for prohibition and her strong personality and burning eloquence left their impress upon every community she visited in our great commonwealth."

While visiting the Pacific coast in connection with her temperance work she formed the acquaintance of Marshall J. Kinney, who sought her hand in marriage, and in 1888 they established their home at Astoria. Leaving the lecture field, Mrs. Kinney took up various lines of philanthropic, charitable and educational work, including the task of elevating and Christianizing the hundreds of fishermen in the employ of her husband, who was in full sympathy with her in this movement. Her work there was of incalculable benefit. Formerly a member of the United Presbyterian church, she became a member of the Presbyterian church in Oregon but her Christianity was above all creeds or sectarian bias. Her great, warm heart reached out in an effort to uplift all humanity, using the agencies of education, of temperance reform and of biblical instruction as well as of ready sympathy and material assistance to benefit mankind. In 1894 she was elected president of the Woman's Christian Temperance Union of Oregon, only resigning the work when compelled to do so by ill health. In the autumn of 1899 Mr. and Mrs. Kinney removed to Portland, where she was again making her talents felt in a field of great usefulness when she was called from this life. Her teachings and her influence remain as a beautiful benediction in the life of all with whom she came in contact and her memory is enshrined in the hearts of all who knew her. Who can tell where the seeds that she sowed fell in good ground and are bringing forth fruit an hundredfold?

While Mr. Kinney has never entered actively into philanthropic and charitable work to which his wife devoted so much of her life, he was in hearty sympathy therewith and has been a generous contributor to various benevolences and philanthropic movements. His talents, however, fitted him for activity in other directions. He has been deeply interested in historic research and is a member of the Oregon Pioneer Association and of the Oregon Historical Society. He is likewise a life member of the Occidental Lodge of Masons in San Francisco. His strength and talents, however, have been chiefly directed into channels of business wherein he has become one of the prominent upbuilders of the northwest, promoting, encouraging and managing productive and manufacturing industries which have been most important factors in the upbuilding and growth of this section of the country.

JASPER J. JOHNSON.

Jasper J. Johnson, for twenty years a member of the Portland bar, a large and distinctively representative clientele being accorded him, was born on a farm in Multnomah county, July 6, 1862. His father, Jacob Johnson, was one of the first settlers of the state. His birth occurred December 20, 1828, in Highland county, Ohio. He was a relative of Albert Sidney Johnson, one of the distinguished generals of the Confederate army in the Civil war, and a son of William Johnson, who in pioneer times took up his abode in Oregon, establishing his home in Multnomah county in that section where his descendants have since resided. Jacob Johnson was a young man of eighteen years at the time of the

emigration of the family to the northwest, and in his later years related many interesting incidents concerning the trip across the country, several months having passed ere it was completed. He secured a land claim some distance further up the creek than his father's home. This creek was named in honor of Jacob Johnson by the United States surveyors when they were dividing into sections that district. He had erected a mill there, which was known as Johnson's Mill. Afterward he removed to Portland, where he resided until 1860, when, having purchased the old home place upon which his father had settled, he removed there and resided thereon until his demise, in January, 1901. There he reared his family, of whom four sons and four daughters survive the father.

Jacob Johnson was one of the best known and most useful citizens of his part of the county. He possessed a generous spirit and kindly disposition and was widely known for his distinct individuality, quaint speech and perfect integrity. In the community in which he lived he was recognized as a man of force and influence. For many years he served as a director of the schools in his district and was a staunch champion of the cause of education. He was also somewhat of a leader in political circles and was once chosen to represent Multnomah county in the state legislature. In his early manhood he attended the old Portland Academy and was married in Kernsville, Clackamas county, the lady of his choice being Miss Martha J. Lee, who still survives him. She was the second cousin of General Robert E. Lee of Virginia, and came to Oregon in 1853. Unto Mr. and Mrs. Jacob Johnson were born the following named: W. W.; J. J.; H. L.; Charles; Mrs. James Clark; Mrs. George P. Lent; Araminta, now the wife of William G. Zinser of Portland; and Jennie Johnson. The father was for a long period one of the prominent members of the Patrons of Husbandry, which organization took charge of his funeral services. He passed away on the 25th of January, 1901, and his remains were interred in Multnomah cemetery.

Jasper J. Johnson acquired his early education in the schools of Portland and afterward attended the Oregon Agricultural College. Determining upon the practice of law as a life work, he began studying with the firm of Johnson & Idleman, and after a thorough course of preparatory reading was admitted to the bar on the 10th of June, 1890. He has since engaged in practice in Portland and has made steady progress in a profession where advancement depends entirely upon individual merit. He is regarded as a wise and safe counselor as well as an able advocate, and is thoroughly versed in the various departments of jurisprudence, making a specialty of probate and real-estate law, and has an extensive equity practice. He stands as an able representative of the calling to which life, property, right and liberty must look for protection, and while his devotion to his clients' interests is proverbial he never forgets that he owes a still higher allegiance to the majesty of the law.

Mr. Johnson's military record covers service as a member of Company K of the Oregon National Guard. In his political views he is an earnest republican, giving allegiance to the party and its principles. He has never been in sympathy with the idea that party should serve the interests of the few but has always believed that it should promote the greatest good for the greatest number. Fraternally he is connected with the Masons and with the Odd Fellows, and in the latter organization has filled all of the chairs. He is also a prominent member of the Foresters and was formerly state lecturer of the Grange. His connection with the Grange has undoubtedly been of a more important character than that of any other man connected with the organization, his labors in its behalf being at all times practical, far-reaching and beneficial. He systematized and directed the educational features of the organization to such a degree that they received the highest commendation from the National Grange. He declined to fill the office for a second term and on his retirement from the position was presented with a fine watch and charm as the token of high esteem in which he was held. He was the president and organizer of the first county fair held in Multnomah

county in 1907. This was a pronounced success, both in attendance and exhibits, and the fairs have since been conducted with great success each year. While not a member of any religious organization, he is a trustee of the Methodist church.

Mr. Johnson was married in October, 1886, to Miss Minnie E. Tyler, a daughter of Captain Tyler. She died on the 8th of February, 1901, leaving three children, namely: Harriet M., a musician of superior ability, now acting as soloist in the Trinity Episcopal church; Alice M. and Clifton W. On the 31st of December, 1903, Mr. Johnson was united in marriage to Miss Ella Crawford, a daughter of Judge W. M. Crawford, of Clay county, Nebraska, and to them has been born a daughter, Gladys L. Mrs. Johnson is an active member of the Eastern Star, the Rebekahs and the Methodist church.

It is probable that no other man in Oregon has a more extensive acquaintance over this state than Jasper J. Johnson—certainly none are held in higher esteem. This is not due to any political prominence, but because of his admirable personal characteristics and engaging social qualities, together with the important work which he has done for the public service in connection with the Grange and other associations.

JOHN HENRY NOLTA.

Among the respected citizens and property owners of Portland is John Henry Nolta, a native of Jennings county, Indiana, who was born August 6, 1861. He is a son of Henry and Maria (Shermier) Nolta, both of German descent. The father engaged in farming for many years and attained the success that is usually the result of industry, economy and perseverance, traits which are so prominent in the German character. He died in 1894, and the mother passed away in 1874.

John Henry Nolta lived upon the farm until he was seventeen years of age, attending school in the winter and assisting his father during the other seasons of the year. In 1878 he removed to Wilton Junction, Iowa, where he took up his residence with an uncle, continuing there for one year. At the end of that time, feeling the impulse for independence which is the starting point in the career of so many young men, he went to Moline, Illinois, rented a farm and began for himself. After farming independently for a year he returned to Moline, where he engaged as a coachman. After a few years he went east and spent one year traveling and observing the people and the country.

About 1887 Mr. Nolta returned west as far as Omaha, where he was married, and eight months later, having heard glowing reports of the Pacific coast region, his eyes first alighted upon Portland. At this time his finances were low, as is shown by the fact that his total cash amounted when he entered Portland to the sum of fifteen cents. However, he was not discouraged and, taking advantage of the first opportunity that presented, began working upon a farm and later in blowing stumps out of the right of way for the St. Johns Electric Railroad. After this undertaking was completed he came to Portland and entered the employ of the Portland Flouring Mills, making his home with Mathew Patton, one of the pioneers of Oregon. By diligence and economy he gradually became independent financially and purchased the property where he now resides in 1890. In 1904 he bought one hundred acres of farm land near Orchards, Washington, and resided there for nineteen months, but returned to Portland the following year and resumed his residence at his old home in North Albina. For a number of years he has been acquiring real estate and is the owner of much valuable property in that immediate locality.

On the 11th of April, 1888, Mr. Nolta was married to Miss Sarah A. Edwards, of Omaha, a daughter of Richard and Anna Edwards, whose ancestors

came from England. The family residence is at No. 1165 Haight street and is one of the handsomest of the many fine modern homes of Piedmont. Mrs. Nolta is an active member of the Patton Methodist Episcopal church and Mr. Nolta is identified with a number of fraternal organizations, among which are the Independent Order of Odd Fellows, the Knights of Pythias, the Woodmen of the World, the Women of Woodcraft and also of the Degree camp of the Woodmen of the World. Motoring and travel are his chief source of recreation. In his political views he is a republican but at local elections votes for the man whom he believes best qualified for office regardless of party ties. He is a self-made man in the full sense of the word and is proud of it. He has a deep attachment for his chosen home and by precept and example is a daily inculcation of public spirit and true local patriotism.

Mr. Nolta is a believer in the future of North Albina and is identified with all enterprises calculated to advance the interests of that part of the state. He has been an earnest supporter of the Broadway bridge project and has probably done more than any one man to secure this accommodation for east side residents. He was especially active in securing paving for Killingsworth avenue, which was on completion the longest paved street in Portland. He was also largely instrumental in promoting the Jefferson high school, which is the finest building of its kind on the Pacific coast and one of the finest in the United States. To him is due much credit for the extension of the street car lines to the Union Stock Yards and he secured the land and money for the development of Peninsular park. Mr. Nolta was also one of the active promoters of the Peninsular rose carnival and served as its manager for two years and also organized and served as manager of the Peninsular band for two and a half years. Active in charities, he has been especially interested in supplying flowers for the patients of the various hospitals on the east side.

LAWRENCE A. McNARY.

The fourth decade of the nineteenth century witnessed the founding of Portland and since that decade representatives of the McNary family have here resided, bearing active and helpful part in the work of general improvement and progress in this section of the state. While conditions are radically different from that which met the earlier members of the family, Lawrence A. McNary manifests an equally helpful interest in the projects which are established and promoted that Portland's growth and improvement may be further augmented. He has won recognition as an able lawyer and in the twenty years of his connection with the bar, has been accorded a large and distinctively representative clientage.

He was born in Wasco county, Oregon, in 1866, a son of Hugh and Catherine (Frizzell) McNary. The ancestry is traced back to Hugh McNary who was a native of Virginia and a representative of an old colonial family. During the period of the Revolution he and a brother joined the American army and fought for the independence of the colonists. The musket which he carried was preserved by the family and afterward brought to Oregon. After the close of the war he removed to Kentucky, settling there ere that district had ceased to deserve its application of the "dark and bloody ground." In the midst of the wilderness he began the development of a farm.

His son, Alexander McNary, was born in Kentucky and afterward lived for a number of years in Morgan county, Illinois. In 1845, accompanied by his wife, two daughters and three sons, he journeyed across the plains with an ox team, after having spent the winter of 1844-5 in Missouri. The journey was one never to be forgotten. They traveled with a wagon train and experienced much suffering because of a lack of water and were constantly in



L. A. McNARY

danger from the proximity of hostile Indian bands. Moreover, a man named Stephen Meek, attempting to find a shorter road to Oregon, drew many of the emigrants from the main traveled trail and it was some time before they found their way back to the road usually used. However, at the end of six months they arrived at The Dalles and proceeded by raft to Portland, where they encamped in December, 1845. The city, now beautifully located on its verdure covered hills and possessing all the modern equipments and advantages known to the older cities of the east, then contained only one store and about a dozen houses. Alexander McNary was among those who secured donation claims and his energy and diligence enabled him at length to clear and improve six hundred and forty acres of land, on which he made his home until called to his final rest in 1860 when sixty-two years of age. His children were: Sarah E., who became the wife of A. C. R. Shaw and died in Fresno county, California, in 1901 at the age of seventy-four years; Hugh M., who was born in Morgan county, Illinois, and died at Salem, Oregon, in 1891; Alexander W., a farmer, who died in Polk county, this state, in 1898; Catherine, who became the wife of John C. Allen and passed away about 1860 in Polk county; and Davis, who died in the same county about 1862.

Hugh McNary, the father of Lawrence A. McNary, secured a claim in Polk county when about twenty-one years of age and there engaged in farming until 1859, when he established his home on Eight Mile creek, eight miles from The Dalles, in Wasco county. He largely devoted his attention to freighting between The Dalles and the mines of eastern Oregon and Idaho for a number of years, while subsequently he became engaged in the cattle business. He continued in the same business after his removal to Klickitat county, Washington, until 1876, when he became a resident of Salem, Oregon. In the meantime he had made extensive investments in land until his holdings embraced about one thousand acres in Linn and Polk counties. He married Catherine Frizzell, who was born in Greene county, Missouri, and was one of the six children of Rees and Lilly Frizzell, who came to Oregon with their family in 1852. Her father died in the eastern part of the state before the completion of the journey, and the mother passed away on the old homestead in Polk county in 1887. The death of Hugh McNary occurred in Salem in 1891 when he was sixty-four years of age, and his widow now resides in Portland. Their family numbered seven children: Mrs. Sarah A. Smith, of Marshfield, Oregon; Anna L., of Portland; Lillian M., a resident of Salem; Angelo P., a stock-raiser of Wheeler county, Oregon; Lawrence A.; Hugh P., now a resident of Portland; and Wilson D., a physician of Portland.

After mastering the elementary branches of English learning in the public schools of Salem, Lawrence A. McNary had the benefit of a three years' course in Willamette University and later took up the study of law under the direction of Richard and E. B. Williams, of Portland, in 1888. His reading was thorough and comprehensive and enabled him to successfully pass the required examination for admission to the bar in June, 1890. He at once entered upon active practice in connection with ex-Governor W. W. Thayer, who had just retired from the bench of the supreme court of the state, and the business association between them was continued until a short time prior to Judge Thayer's demise. Mr. McNary has remained an active practitioner of the Portland bar and has been connected with much important litigation tried in the courts. His devotion to his client's interests is proverbial, yet he never forgets that he owes a still higher allegiance to the majesty of the law and has ever been found an able minister in the temple of justice. The only office he has held has been in line with his profession, for in 1902 he was elected on the republican ticket as city attorney of Portland, for a term of three years and was reelected for a term of two years. While in office, as in the private practice of law, he prepared his cases with great thoroughness and care and added to his already well es-

established reputation as a capable lawyer of keenly discriminating mind, careful in his analysis and strong and logical in his deductions.

Appreciative of the social amenities of life Mr. McNary belongs to the Multnomah and Commercial Clubs. He also holds membership with the Knights of Pythias of Portland and in more strictly professional lines is connected with the Oregon State Bar Association. His entire life has been in harmony with that of an honored ancestry so that the name of McNary still stands as a synonym for valued citizenship in Portland and this part of Oregon.

GEORGE BAMFORD.

George Bamford in early life learned the trade of a stone-mason and in 1876 came to Portland. As he was entirely unknown here he felt that it would be wiser for him to seek employment with others than to attempt contracting on his own account for a time, but after two years, when he had become somewhat acquainted, he engaged in contracting and continued actively in business until 1895, when he retired. During that period he was engaged on the construction of many of the important buildings of Portland of both a public and private nature. He was identified in a business way with such well known men as H. W. Corbett, W. S. Ladd, Harvey Scott and others, having done work for all of them and enjoying their confidence in a marked degree.

Mr. Bamford is a member of the Episcopal church and he belongs to the Independent Order of Odd Fellows. The family residence is at 1315 East Stark street.

SAMUEL N. STEELE.

The story of a successful life is always inspiring and the most interesting books in the world are those which tell of men or women who have attained positions of honor and usefulness. The successful career involves the conquest of difficulties and it is this conquest which strengthens the judgment, develops the character and prepares the way as the years pass for larger responsibilities. It was through years of application and earnest endeavor that Samuel N. Steele attained the position he occupies as a citizen whose work and influence contribute in no small degree in promoting the best interests of Portland. In business and religious circles he has worked for the advancement of harmony and peace in all relations of life. One of the pressing needs of all communities is an increase in the number of such workers.

Samuel N. Steele was born in Montgomery county, Indiana, July 12, 1861. His father, Samuel Steele, was a native of Indiana and was a merchant and live-stock dealer. He died in 1861, seven weeks after the subject of this sketch was born, and his widow, whose maiden name was Harriet N. Evans, survived him forty-nine years. She was also a native of Indiana and was in many respects a remarkable woman. She proved a true mother and never considered any sacrifice too great if it contributed to the happiness or benefit of her family. In 1868 she removed to Geneva, Kansas, and there the subject of this sketch was reared and educated in the public schools, later engaging in business until 1889, when he removed to Portland as an employe of the Jarvis-Conklin Mortgage & Trust Company, of Kansas City. Mrs. Steele came to Oregon after her son was fairly established and made her home in this state until 1908, when she was called to rest after a long life of helpfulness not only to her own family but to others who were less fortunate.

For a few months after arriving in Portland Mr. Steele continued with the Mortgage & Trust Company, but he soon came to the conclusion that there were

large possibilities in real estate in the northwest. Resigning his position, he went into the real-estate business in his own name at Albany, Oregon, where he built up a good trade and continued until 1907. He then settled in Portland, assisting in the organization of the Brong-Steele Company, which devotes its attention principally to suburban additions, among which are the El Tovar and the Loveleigh additions. The firm is also interested in farm and orchard lands of the Willamette valley and has a high reputation in one of the best lines of business in a growing and highly prosperous city.

Mr. Steele is the happy possessor of musical qualifications and earlier in life was a band leader. For several years he has furnished music for republican campaigns in the Willamette valley. He is a member of the Apollo Club, the leading musical organization of Portland, and is an active worker in musical circles. He is a member of the Third Presbyterian church and officiates as elder and also as superintendent of the Sunday school. He was formerly leader of the church choir and is now a member of that organization. In business, social and fraternity circles he is well known, being a member of the Portland Chamber of Commerce, Commercial Club, Portland Heights Club, Woodmen of the World and Modern Woodmen of America.

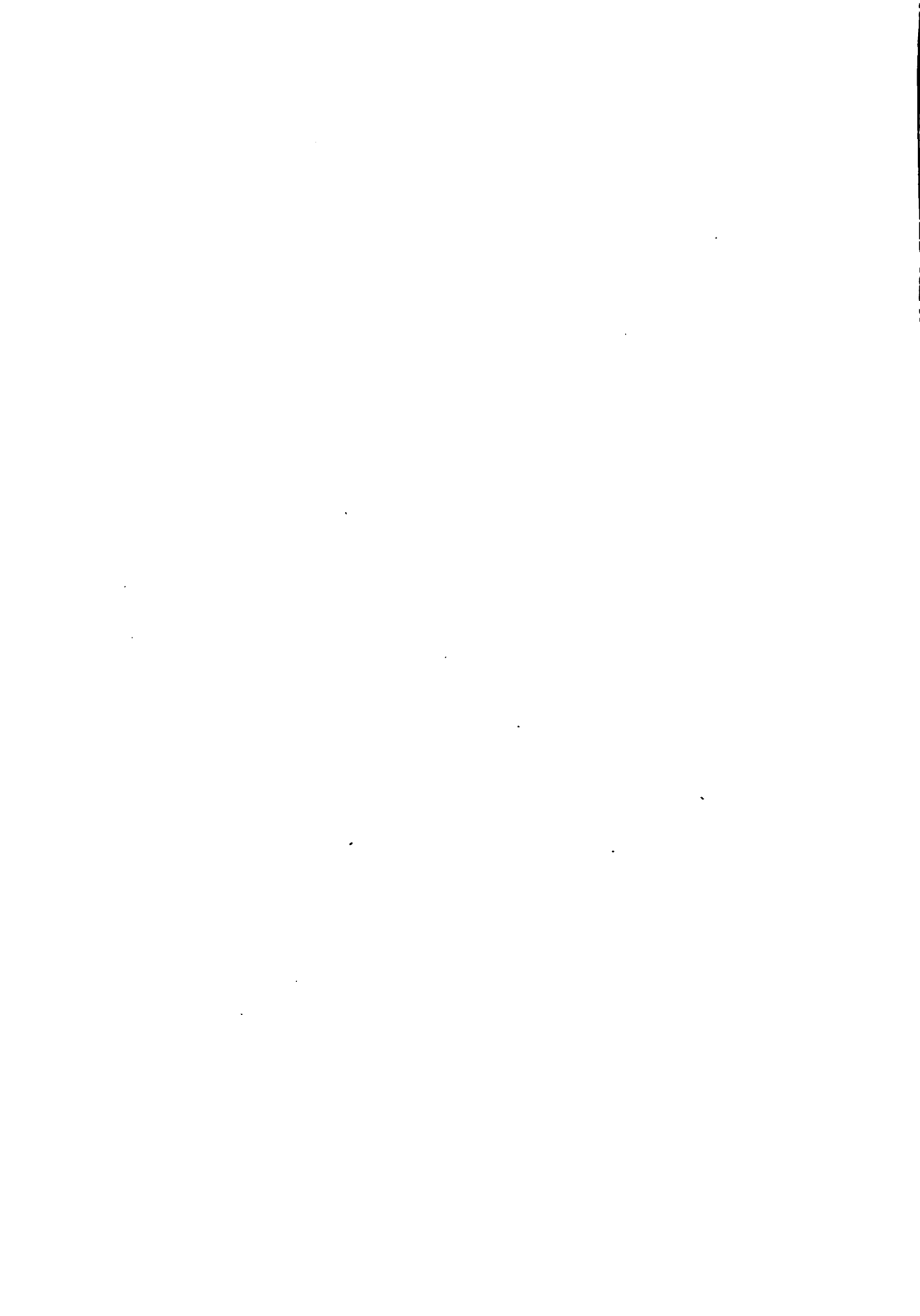
Mr. Steele was united in marriage in eastern Kansas to Miss Abbie M. Southard, a daughter of Newell Southard, one of the pioneers and first sawmill owners of La Crosse, Wisconsin. Three children have been born to them: Horace N., engaged with his father in the real-estate business; Medora, a student in the Portland high school; and Leighton Howe, a pupil in the public school. The family residence occupies a beautiful location at 571 Jackson street, Portland Heights.

Mr. Steele is an ardent advocate of education and for many years has been a trustee of Albany College. That the family is happily endowed is evident to any one who comes into contact with the subject of this sketch, and also by the reputation of his brother, a noted artist, Theodore C. Steele, of Indianapolis. Among Mr. Steele's well known works are portraits of President Harrison, Vice Presidents Hendricks and Fairbanks and James Whitcomb Riley, the Hoosier poet. The artist has spent several summers with his brother in Oregon, painting western scenery. It is a notable fact that he is one of the few Americans who ever took first prize at the great exhibitions at Munich.

JOHN B. YEON.

The visitor to Portland is always impressed with the large number of fine structures in the down town district. Among those most recently erected none will be more noticeable, more modern in every particular, than the Yeon building, which is now in course of erection and will stand as a splendid monument to the enterprising spirit, development and business success of him whose name introduces this review.

Mr. Yeon was born April 24, 1865, at Plantagenet, Ontario, Canada. His parents were John B. and Delamose (Besonet) Yeon. He remained at home with his parents until seventeen years of age, continuing his education in the public schools until he became a high-school student in Plantagenet. When his school days were over he crossed the border into the United States to find here business opportunities which he believed would be superior to those he might secure in his native land. He made his way to Defiance, Ohio, in 1882, and there became connected with the logging business, working for a dollar per day. He was thus employed from four o'clock in the morning until late at night, driving a team. It was difficult, arduous labor, but he persisted and in his determination and energy laid the foundation of his success. At that time the



ing house during the day and in the evening attended a private commercial college. After a year he was promoted to the position of assistant bookkeeper with the firm of Door, Proctor & Company. In the fall of 1856 he was sent west by his employers to the lumbering district of Wisconsin, at Green Bay, to take charge of the interests of the firm in manufacturing and shipping lumber to Milwaukee and Chicago, cities then in their infancy. After two years' absence, becoming tired of frontier life, he returned once more to the city of his birth. About this time he caught the California fever through encouraging letters from friends on the coast, and in February, 1859, started for San Francisco, leaving at Boston his young wife, while he sought fortune in a land that promised immediate and large rewards. He journeyed by steamer to Panama, thence by land to the western coast and arrived in San Francisco March 22, 1859. Things were not so fair as his imagination had pictured, and after a few weeks in the city, then thronged with thousands of excited gold hunters, he traveled north, arriving at Portland, May 22, 1859. Here he secured employment as hotel clerk with S. N. Arrigoni and continued with him as long as he remained in the business. He made many friends in his new home and upon completion of the overland stage route between Portland and Sacramento was appointed agent for the company and cashier for Oregon. He held the position until the office was discontinued on account of the completion of the Oregon & California Railway, the first railway into Portland. In September, 1867, Mr. Whitehouse became connected with the Portland Gas Light Company and the Portland Water Company, continuing with both companies during their existence. He was one of the incorporators of the Portland Gas Light Company and continued as director and cashier of the company until it sold out. The Portland Water Company was purchased by the city in 1886. Mr. Whitehouse is now with the Portland Gas & Coke Company.

The Masonic record of Mr. Whitehouse has probably not been duplicated anywhere in the country. He was the first secretary and first candidate entered, passed and raised in Portland Lodge, No. 55, A. F. & A. M., after its organization, which lodge is now the largest in the state. He served as secretary of the lodge twelve years, secretary of Portland Royal Arch Chapter for four years, secretary of Oregon Commandery, K. T. for eighteen years and of the Scottish Rite bodies for twelve years. He has been grand treasurer of the Grand Commandery of the Knights Templar for eighteen years, past almoner and treasurer of the Oregon Consistory for sixteen years and has served as first and only recorder of Al Kader Temple for twenty-two years. He was elected a life member of Oregon Commandery, K. T., in 1908, and for faithful services as grand treasurer of the Grand Commandery the honorary title of past commander was conferred upon him in 1908. He was coronated thirty-third degree Mason by the Supreme Council in Washington, D. C., January 18, 1893.

On December 15, 1858, Mr. Whitehouse was united in marriage to Miss Clara Bradley Homans, eldest daughter of Harrison Homans, of Vassalboro, Maine. He was absent from his wife three years in the early part of his married life, Mrs. Whitehouse joining him in the summer of 1862 at Portland, where they have since resided. Five children were born to them but the eldest son died in infancy. Two daughters, Gertrude and Clara, now Mrs. Edward Cookingham and Mrs. E. L. Brown respectively, are living in Portland. May married H. S. Hostetter, of Washington, D. C. Morris, whose sketch appears in this volume, completes the family.

It would be difficult in the space necessarily allotted in a publication of this character to do justice to a life such as is briefly outlined above. Mr. Whitehouse is a pioneer not of the ordinary type and yet possessing many of the characteristics that led to the settlement of the west and the erection of a civilization that is the wonder of the world. In him were born and bred the gentler virtues—the virtues that have softened the asperities of harsher natures, whose mission it has been to make the rough places smooth, while the mission of men like Mr.

Whitehouse has been to present living examples of the higher traits that embellish civilization and make home a synonym for tenderness and love. Both sorts of men are necessary and both have nobly performed their work. Their monument is written in enduring characters in the hearts of tens of thousands now living in happy homes and who recognize that to the pioneers they owe the blessings they enjoy today.

JOSEPH BUCHEL.

If the life history of Joseph Buchtel were written in detail the reader would be thrilled with exploits of athletic prowess, inspired by the tales of devoted and loyal public service and aroused to admiration by the story of what he has accomplished in the field of art and mechanical invention. For fifty-eight years he has been a resident of Portland, the period bringing him from young manhood to old age but without the attendant weakness so often regarded as inseparable from advanced years. Keeping in touch with the times, his mind has remained alert and receptive, and he discusses the questions of the present with the same interest that he does the stories of the pioneer past.

A native of Ohio, Joseph Buchtel was born near the city of Canton in Stark county, on the 22d of November, 1830, and represented one of the old pioneer families of that state, where his grandfather, Martin Buchtel, was long and well known in agricultural circles. He passed away there at the advanced age of ninety years. As the name indicates, he was of German lineage and ere his removal to Ohio was a resident of Pennsylvania, where his son Michael Buchtel, the father of our subject, was born.

In his youth Michael Buchtel learned the trade of shingle making and continuously followed it as a life work. After living in Ohio for some years, during which time he was married, he removed with his family to Urbana, Champaign county, Illinois, where he operated the saw and shingle mill of Colonel Busey, continuing in that connection until his death in 1841. His wife bore the maiden name of Mary Harvey and was of English descent. Her second husband was John Johnson, a tailor, by whom she had one daughter, Addie, who became the wife of Thomas Maxwell and came to Portland with her mother. Mrs. Johnson spent her remaining days in Oregon, passing away at the home of her son Joseph in Portland in 1895 when eighty-four years of age. Of the children of her first marriage three went to Illinois. Samuel Buchtel, a younger brother of Joseph Buchtel, served as a soldier in the Civil war and after the close of hostilities became a resident of Portland, while later he went to California, where his death occurred in 1901. A sister, Eliza Buchtel, died in Urbana, Illinois, in 1853.

In the public schools of Ohio and Illinois Joseph Buchtel pursued his education and following the death of his father, assisted in the support of the family until his mother married again. At the age of fifteen years he visited Chicago, which was then but a small town. He learned the tailor's trade under the direction of his stepfather, but did not find it congenial and never followed it. He early learned the art of making daguerreotypes and for a time conducted business along that line in Urbana, where he also engaged in clerking. He served as deputy sheriff of Champaign county, Illinois, when Abraham Lincoln was attorney in the court. He was among the first to introduce all kinds of pictures, including ambrotypes, tintypes, solar pictures, porcelain, watch dial pictures, enamel cameos and medallions. He made his first daguerreotype in 1853 and his first photograph about 1855.

In the meantime Mr. Buchtel had become a resident of the northwest. The year 1852 stands out most clearly in history as that which brought the greatest number of immigrants to Oregon before the building of the railroads. Mr.

Buchtel was among the number who journeyed with ox teams across the plains and over the mountains, a train of sixty wagons leaving Illinois on the 23d of April and reaching Portland on the 27th of September. They had no trouble with the Indians and proceeded happily along their way until near the end of their journey, when the food supply became low and fourteen were sent ahead with barely enough to last until they reached their destination. By this plan more food could be given the remaining members of the train, the main body of which arrived about a month after the advance guard of fourteen, of which Mr. Buchtel was a member.

From The Dalles Mr. Buchtel proceeded by sailboat and canoe as far as the Cascades on the Columbia river and thence crossed the Cascade mountains to Portland. He was without capital and eagerly availed himself of any employment that would yield him an honest living. He worked upon the rivers until 1853, when he again turned his attention to daguerreotyping, opening galleries in Portland, Oregon City and Astoria. The summer months were devoted to the conduct of the business, while in the winter seasons he was again employed upon the river. He introduced the first photographs in Portland and was the second to make daguerreotypes in this city, his predecessor being L. H. Wakefield, whose business, however, he soon purchased. For over thirty-five years he was known as one of the most prominent photographers not only of Portland, but of this section of the country and throughout that period kept in close touch with the progress made in the art, utilizing all the modern methods which tended toward securing perfection in that field.

Mr. Buchtel has also been widely known in other connections and his public service has been of a most helpful character, embodying the elements of all that is practical and progressive. He was associated with Judge Beck in agitating the question of constructing a bridge across the Willamette river, and though it was delayed by a court injunction for seven years, at the end of that time the Morrison street bridge was erected by a corporation, and when the bridge was opened, Mr. Buchtel's efforts in bringing this about were recognized when he was chosen the first man to cross by authority, riding at the head of the procession. He organized the East Side Improvement Association, it being the first association of business men organized to advance the interests of the east side in particular and the whole city in general. Mr. Buchtel secured the first franchise and laid the rails for a street railway on Grand avenue ready for the rolling stock. The terminus was to be the City View Park, in which property he was deeply interested.

For two years Mr. Buchtel filled the office of county sheriff and was twice chief of the volunteer fire department, of which he was one of the organizers and in which he continued to hold office during the existence of the volunteer department. He became the fourth chief of the paid fire department and acted in that capacity for two years, during which time he brought the organization up to a high standard of excellence, equipped a fire boat to be used on the river and introduced other improvements which have been valuable elements in this system of the city service. He is still a member of No. 2, known as the Multnomah Fire Engine Company. At present he and A. B. Stewart are the only survivors of original Multnomah Benevolent Association. His efforts were largely instrumental in securing a broad campus for the Central school in East Portland, which is located on two blocks, including the streets. He recognized what such a campus would mean to the youths attending the school at an age when healthful outdoor sport is one of the essentials in the education of boys.

Ever deeply interested in all manly outdoor sports and especially a devotee of our national game, he became one of the organizers of the Pioneer Baseball Club, the first of the kind in the city, in 1866. Six months later he was chosen captain, manager and pitcher and so continued for fifteen years. In addition to winning the state championship the club also carried off the centennial gold medals offered as a prize by the city. A number of the original club are still

living and several of them are prominent business men of Portland and this section of the state. Of the first nine all are still living, eight in Portland and one in the east. Mr. Buchtel's ability to throw a ball backward to a given point underhand without looking, especially to second base, making it almost impossible for a runner to steal base, won him wide distinction. He is one of three men who have covered one hundred and fifty yards in fifteen seconds, standing start, and the other two men were professionals while Mr. Buchtel was never specially trained.

Throughout his life Mr. Buchtel has manifested marked mechanical ingenuity, resulting in bringing forth many useful inventions, a number of which have been patented. These include a telegraph fire hose, which enabled a man fighting a fire in a building to signal by an electric bell when to turn the water on and off. He also has a spray nozzle that is ahead of anything ever placed on the market, making it possible for one to walk right into a fire, as it throws a solid wall of water in all directions. His patent fire extinguisher is also a great improvement on anything previously introduced. His inventions, moreover, include a gold mining caisson for working in the bottom of rivers; the steel fence post, being about one-third the weight of any other post. Other useful inventions have been brought forth as the result of his marked ability, careful investigation and experiment.

In fraternal lines Mr. Buchtel is well known as a leading Odd Fellow and Mason, having been initiated into the latter order at Oregon City in 1852. He has taken the degrees of the blue lodge and also of Royal Arch chapter and of the subordinate lodge and encampment of the Independent Order of Odd Fellows. In 1870 he served as a representative to the national convention of the latter at Atlanta, Georgia.

The attractive home life of Mr. Buchtel had its beginning in 1855, when he wedded Miss Josephine Latourette at Butteville, Oregon. She was born in Michigan, of French parentage, in 1836 and came to Oregon with an uncle. Mr. and Mrs. Buchtel have had a family of seven children, but three have passed away: Joseph, at the age of six years; Albert Z., when twenty-three years of age; and Frank S., in 1901. The surviving members of the family are: Lucy Lillian, the wife of N. L. Curry, of Portland; Addie E., the wife of Wilber G. Kerns, of Portland; Archie L., now deputy county clerk and a resident of Portland; and Fred G., sealer of weights and measures of Portland.

Such in brief is the life history of Joseph Buchtel, whose record presents many interesting and varied phases. In whatever he has undertaken he has risen to leadership. He ranked with the most able photographers of the coast while a representative of that art; he brought the fire department up to a proficiency never before attained; made the Pioneer Baseball Club the most successful in its class; and in independent connections has achieved prominence and success. His labors have covered a wide field and on the whole have been of intense usefulness. Such a life has brought Joseph Buchtel to an honored old age and as he nears the eighty-first milestone on life's journey he receives the respect and veneration of all who come in contact with him or know aught of his interesting history.

ALLEN B. CROSMAN.

Allen B. Crosman, dealer in timber lands, mining properties, stocks, bonds, and investments, with offices in the Board of Trade building in Portland, and well known by reason of his active and effective service in public connections as well as in the conduct of private business affairs, was born in Clearfield county, Pennsylvania, June 7, 1846. His father, the Rev. James Crosman, came to Oregon by way of the isthmus route in 1864 and established and built the Evan-

gical church in Salem, this state. He is now living in Berkley, California, at the age of eighty-nine years.

Allen B. Crosman largely pursued his education in the schools of the east. He arrived at Salem, Oregon, in June, 1864, and entered business circles on the coast as a clerk in the employ of Heath, Dearborn & Company. He was a member of the Salem fire department for twenty-three years and rose to the position of chief. During his term in that position members of his department responded to a call for assistance from Portland and they made the remarkably fast time of one hour and sixteen minutes in reaching Portland from the time they received word in Salem. In 1870 Mr. Crosman formed a partnership with J. J. Murphy for the conduct of a clothing and men's furnishing business under the firm name of Murphy & Crosman. The enterprise was conducted successfully as a partnership concern for ten years, when Mr. Murphy retired. In 1887 Mr. Crosman removed to Portland, where he continued in the men's furnishing goods business, successfully carrying on the enterprise until the fall of 1897, when he was called to public office. He had previously served as postmaster at Salem from 1883 until 1886 inclusive under appointment of President Chester A. Arthur. He served as police commissioner of Portland during Mayor Frank's term and in 1898 entered upon the duties of postmaster, in which office he continued until 1903, giving a businesslike administration that was marked by careful systematization of every department of the office. Since his retirement he has given his attention to the brokerage business as a dealer in timber lands, mines, stocks, bonds and investments. He is thoroughly informed concerning the value of securities and few men are better informed concerning the natural resources of this section of the country as represented in timber lands and mining property. He has therefore developed a business of large proportions, bringing him substantial success.

On the 8th of November, 1877, at Salem, Oregon, Mr. Crosman was united in marriage to Miss Linnie McCully, a daughter of Hon. A. A. McCully, and unto them have been born three children: Alice Louise, who in 1899 became the wife of W. H. Harder; Lillian; and Allen B., but the last named died in November, 1909.

For forty-six years a resident of Oregon, Mr. Crosman is well known and is an exponent of the progressive spirit which has led to the rapid and substantial development of this section of the country. He has firm faith in Oregon and its future and is quietly but none the less surely taking an active part in promoting those interests which are building here a commonwealth that in all of its possibilities and its advantages rivals the older states of the east.

ANDREW FRIBERG.

When one looks at a great and beautiful city like Portland, with its many substantial business blocks, its fine residences and its more modest homes, he seldom stops to consider all that lies back of it—the great industry of building the city and of manufacturing the materials used in construction. A most important element in the life of every community, however, is that which constructs its buildings, giving to them not only solidarity and utility but also symmetry and beauty. With the building interests of Portland as a contractor and also as a brick manufacturer Andrew Friberg is closely identified.

He was born in the northern part of Sweden in 1863 and in 1868 was brought to America by his parents, Eric O. and Anna (Anderson) Friberg. His father was a stone-mason and bricklayer, having learned the trades in his native country. On leaving the old world he made his way to Boone, Iowa, where he remained for about two years, or until 1870. He then went to Clay county, South Dakota, and in that locality took up a claim, from which time on he continued to devote his energies and attention to general agricultural pursuits.

Andrew Friberg was largely reared upon the old home farm in South Dakota, and as his age and strength increased he assisted more and more largely in the work of developing and cultivating the fields. His youth was a period of earnest and unremitting toil, in which he learned the lessons that industry and perseverance constitute the safest foundation upon which to build prosperity. As opportunity offered he attended the public schools and in this way gained a knowledge of those branches of learning which are deemed essential to a successful business career. He continued with his parents until about seventeen or eighteen years of age, when he started out in business life on his own account and has since been dependent entirely upon his own resources.

In January, 1897, Mr. Friberg came to Portland, where he joined his brother, William Friberg, in a contracting business. They formed a partnership and have since been closely associated with building operations in this city. They are the builders of the Commercial Club, the Henry building, the Seward Hotel, the old Young Men's Christian Association building and other structures of equal importance. In fact, they have been awarded the contract for twenty-five or thirty of the finest buildings of Portland, including the Friedner building on Washington street, and the Elks building. In connection with their operations as contractors they are also conducting a brick manufacturing plant on Barnes road with a capacity of thirty thousand bricks per day. In this way they largely furnish the material used in the construction of buildings which they erect. Their standing in business circles in Portland is indicated by the nature of contracts which have been awarded them, showing that they are regarded as among the most prominent and capable contractors of the city.

Mr. Friberg belongs to the Benevolent and Protective Order of Elks and has gained many friends in the social circles in which he moves. In his life are manifest many of the sterling characteristics of his race. A noted American lecturer who has traveled and lived in all parts of the world has characterized Sweden as "the home of the honest man." Mr. Friberg and many of his nationality bear out this reputation and in all of his work he is, moreover, actuated by a spirit of enterprise and progress that is manifest in the readiness with which he takes up any new idea that will work for improvement in his business.

GENERAL JOSEPH LANE.

General Joseph Lane was born in North Carolina, December 14, 1801. His father, John Lane, was a descendant of Sir Ralph Lane, who came to America to be governor of the first English colony in America and who on returning to England, on the failure of the colony, married. It was his grandsons who, settling in America, founded the American branch of the Lane family. John Lane, with his father, Jesse Lane, and his brothers, enlisted in the Revolutionary war, John being at that time but seventeen years old. The last battle he took part in was the battle of King's Mountain, which was fought near the close of the Revolutionary war. John Lane was married late in life to Elizabeth Street, whose father was also one of the Revolutionary patriots, who gave his service to his country in her hour of need. There were born to this couple eight children, Joseph being the second. The family migrated in 1804 to Kentucky and settled in Henderson county. Educational facilities were very poor and Joseph learned his letters and to read from the Bible, receiving his instruction from his grandmother, who was a finely educated English woman, whose maiden name was Winifred Aycock. He went to school only four months in his life. The teacher told his pupils that the one who should reach school first and build a fire should receive special attention, and Joseph was the one who did it despite the fact that he had to walk several miles through heavy timber and cane brake.



JOSEPH LANE



The weather was bitter cold and he carried hot rocks in his pockets to keep his hands from freezing. His thoughtful mother put up his lunch the evening before and he started to school before daylight. The teacher gave him the promised attention and after that winter he got his education by his own exertion. So successful was he that by the time he was seventeen he was deputy clerk of the court under Nathaniel Hart. Not the least valuable were the lessons of patriotism that he learned from the elders who surrounded the hearthstone of his boyhood. He was also for a time a clerk in the store of the subsequently famous John J. Audubon. He divided his attention between selling goods in the store and writing in the clerk's office. In 1820 he was married and settled on a farm on the banks of the Ohio river in Vanderburg county, Indiana. It was while living there that he saw the first steamboat on the Ohio. He was a great admirer of the inventor, Fulton, and afterward owned a steamboat.

Young Lane soon became a man of the people with whom he had cast his lot, and when barely eligible he was elected a member of the Indiana legislature and took his seat to the astonishment of many older worthies. Mr. Lane was a fearless legislator, always acting from a conscientious belief in the truth of his views and following them up with spirit and vigilance. He continued to represent his district in the state legislature in one branch or the other for the period of twenty-four years, or until the Mexican war in 1846 called him to the field of battle. During that year a call was made in Indiana to furnish volunteers for the war. Lane was at that time a member of the state legislature and he immediately resigned his seat and entered as a private under Captain Walker. The companies, having rendezvoused at New Albany, selected Lane from the ranks as their colonel. In a few days further testimony of his worth was manifested by his receipt from Washington of his commission of brigadier general, a favor unsought and unexpected by him. On the 9th of July, 1846, he wrote a letter of acceptance and entered on the duties of his command. On the 24th of the same month, only two weeks after the receipt of his commission, he was at Brazos with all his troops and wrote to General Taylor communicating his arrival and concluding thus: "The brigade I have the honor to command is generally in good health and fine spirits, anxious to engage in active service." At length he was ordered to Saltillo and was made civil and military commandant of that post by Major General Butler. Here he established a vigilant police, protecting life and property, and built a strong fortification to provide against the threatened descent by Santa Ana. While in command at Saltillo, Lane personally visited each picket nightly, thus presenting to his men a faithful example of vigilance. After the battle of Monterey, Lane was ordered to join General Taylor. The famous battle of Buena Vista was fought on February 22 and 23, 1847. General Lane was third in command and served on the left wing. From the beginning to the end he was in the hottest of the fight. On the morning of the 23d Lane had the honor of opening the continuation of the battle on the plain, where he was attacked by a force of from four to five thousand infantry, artillery and lancers under General Ampudia—while at this crisis Lane's force was reduced to four hundred men. But Lane's men, though few, were undismayed and defended their position with a gallantry worthy of the highest praise. As Lane commenced the fight on the 23d he also closed it in the evening, when, though wounded, he led the Indiana regiment, which, with the Mississippi regiment under Davis, came to the support of Bragg's artillery. Failing to pierce the American center, Santa Ana retired from the field. In this battle, where all were heroes, it is honorable to find Lane particularly noticed. Here is a picture of him: "When the grape and musket shot flew as thick as hail over our volunteers, their brave general, though wounded in the left shoulder by a musket ball, could be seen fifty yards in advance of his lines, waving his sword and encouraging his men by his impetuous bravery." General Lane remained encamped near the battlefield until June, when he was ordered with his brigade to New Orleans, where the latter was disbanded, its term of service

having expired. On his return home he was greeted wherever he went by public manifestation expressive of the enthusiastic admiration on the part of his fellow citizens. After a short time at home he returned to join Taylor's lines. Having been transferred to General Scott's line of operation, he reached Vera Cruz with his command on September 16. On September 19, having lost but two days in organizing for his march, he set out with a small supply of provisions on that tour of duty which has perhaps no parallel in history, if we take into consideration the rapidity of his movements, the number of battles fought in a given time and his invariable success—a success so marked that he was not inappropriately styled by his brother officers and soldiers "The Marion of the Mexican War." In two months after his departure from Vera Cruz for the interior he had fought seven well contested fields besides innumerable skirmishes with guerrillas, whom he had entirely dispersed. It was during this expedition that he fought the first battle of Flascala and on the 10th of November encountered Generals Rea and Torrejon at the same place, and recaptured a train of thirty-six laden wagons belonging to merchants in Pueblo and Mexico. In thanks for this service the merchants presented a splendid sword to General Lane. Reporting himself to the commanding general on the 18th of December, he received with marked emotion by General Scott. It was the intention of the latter to send Lane at the head of a brigade on a forward movement. Waiting impatiently for four weeks, Lane asked and obtained leave to take three hundred mounted men with Hays, Polk and Walker, and chase the guerrillas under the notorious Lenobia. In this expedition he almost succeeded in capturing Santa Ana. All he got of him, however, was his swords. He fought a number of battles, confiscated a large quantity of government property for the benefit of the United States, and returned to the capital, having been absent but twenty-four days.

Leaving the city of Mexico on the 17th of February, with the same brave and hardy comrades to arrest and punish Jaranta, a noted robber chief who had been perpetrating atrocities against Americans, Lane learned that Jaranta, who was a wiley rogue, was at Tehuaplaupl, and to throw him off his guard Lane remained a day and night at Talancingo, gave out that he was returning to Mexico, set off in that direction, but about dark changed his course and arrived at a ranch on the road to Tehuaplaupl and reached that place February 24th. There were one thousand lancers and guerrillas under Colonel Montana and Jaranta, and as the Americans entered Tehuaplaupl at sunrise on the 25th the bullets came whistling from every house. Jenkins, in his history of the Mexican war, says: "Headed by General Lane, Colonel Hays and Major Polk, the dragoon dashed upon the enemy, fighting their way hand to hand. Part of the Mexicans rallied and formed outside the town, but a vigorous charge led by General Lane and Colonel Hays quickly put them to rout. Jaranta, who was wounded in the conflict, again escaped but Colonel Montana was killed with about a hundred men. General Lane lost but one man and four wounded. Quiet was soon restored in the town after the fighting had ceased and the Americans returned to the capital, taking with them their prisoners and a quantity of recovered property that had been plundered from different trains." The battle of Tehuaplaupl was the last fought in Mexico. Peace was soon declared, but General Lane remained some months, directing the movements consequent upon the return of our troops.

About the 1st of August, 1848, General Lane reached Indiana. His fellow citizens were rejoiced to see him, but he had not time to respond to the favors extended to him, for on the 18th he, without any solicitation on his part, was appointed governor of Oregon. On the 28th his commission reached him, and on the next day he set out for his post. He arrived at St. Louis August 31st and called on General Kearney and asked for his escort, one company of rifles, ordered by the president. General Kearney endeavored to dissuade Governor Lane from undertaking the trip, as the season was so far advanced it would be

hazardous. General Lane was not to be dissuaded from the trip, as he was not the man to be easily turned from facing any difficulties that were presented in the discharge of any duties. So he pushed to Fort Leavenworth, where his escort had preceded him. When he reached Fort Leavenworth, where he found the company very unwilling to attempt what was considered by all the officers, many of whom were old mountaineers, as an impracticable journey. He was determined, however, to go and proposed to Captain Roberts to take twenty or twenty-five men with Lieutenant Hawkins, as it would be easier to get along with a small number. On September 10, 1848, he left Fort Leavenworth with twenty-two men, including guides. It may be remembered that this was the year in which Colonel Fremont, who followed General Lane by a few weeks, lost almost his entire party in the mountains. The journey to Oregon then was always an arduous undertaking and doubly so in the winter. The adventures and sufferings of Lane's command would make an interesting narrative but cannot be dwelt upon here. After striking the Rio Grande, which was reached through eight days of blinding snow storms, when neither grass nor fuel were to be had, Lane advised to leave the old commonly traveled route and strike south, but the guide insisted on following the old route. They parted General Lane undertaking to pilot himself to Oregon and the guide turning back, insisting that all would end in disaster. If Lane had followed the guide's advice the entire party would have met the same fate of Fremont's men. For more than twenty days he kept south until he came to the Mexican village of Santa Cruz in Sonora, where he took the regular trail. On reaching the Gila seven men deserted and killed two of the best men that were sent back after them, and shortly five more, with a corporal, also deserted, fearing starvation and death if they proceeded. The rest of the party pushed on, reaching San Diego the early part of February, where they took the boat for the remainder of the journey. Arriving at Astoria, he secured a row boat and men to help him row up to Oregon City, reaching there March 2, 1848. The last one of this party died in this city two years ago. The entire journey cost the government nothing, General Lane not making any charge for his expenses, besides aiding largely in subsisting his men with the products of his rifle, as he was both pilot and hunter for the party.

On the evening of March 2d General Lane wrote his proclamation in the newspaper office of W. G. T'Vault, and took the oath of office and entered upon the discharge of his duties. He immediately ordered a census preparatory to the election of a legislature. He quickly perceived the necessity of quieting the Indian tribes in order to secure the prosperity of Oregon. He left Oregon City about the middle of April to go to the Cayuse country to arrest the murderers of Dr. Whitman. Not being able to procure the assistance of troops, he was accompanied only by an interpreter and Dr. Newell. Arriving there, he told the chief "that he came alone, for the purpose of showing his friendship, for he wished to owe the surrender of the murderers to the chief's sense of justice and not to his fear; that the murderers must be given up, if Cayuse nation wished peace, that he had the kindest feelings for the nation, and desired to live in peace with them and benefit them. But this would be impossible while the murderers lived; that retaining them showed that the Cayuses defended the act of those lawless men and would be so construed by the whites." A great impression was made on the chief who asked time to consider. The governor then left them, telling them that the only alternative was war or the surrender of the murderers. On his route he visited the Walla Walla's, the Yackames, the Dalles and the Columbia Indians, with all of whom he made peace, besides stopping a bloody war raging between the first two nations. There is on record in the department at Washington a long communication from General Lane, dated Oregon City, October 22, 1849, in which a full account is given of all the Indian tribes and their number. Of this report Professor Schoolcraft says it is the only accurate account that has yet been published of the Oregon Indians and that he shall

use it to extract materials for publication. Finally the Whitman murderers were arrested and word was sent to the governor to come or send for them. Accordingly he called on Major Tucker of the rifles for troops to proceed to the Cayuse country to bring the Indian prisoners. Major Tucker told him he was about to call on him for assistance to pursue his men who had deserted to go to California. Lane immediately raised a few volunteers, pursued the deserters and brought them back. He was gone five weeks in pursuit and on his return he, with an escort of ten men, again went among the Cayuses and brought back the murderers, five in number. Some of the citizens, exasperated with the Indians because of the crimes they had committed, waited upon the governor and demanded the prisoners for immediate execution. He reasoned with them and assured them that the Indians should be tried and punished. They replied that through the difficulty of procuring witnesses, etc., the Indians might escape punishment, that they wished to make the thing sure and that they would have them. He answered that if the law acquitted the Indians he could not help it; that it should be submitted to an Oregon jury to be decided according to the law and the evidence. They still insisted the Indians be turned over to them. He mildly but firmly told them that the Indians should have fair trial and the benefit of counsel. He had pledged his word to the people from whom he had received them to that effect and that his promise should be fulfilled, and that the citizens could not take the Indians except over his dead body. This firm stand prevented lawlessness and the Indians were left in the hands of the law. Another time when some lawless whites had robbed the Columbia Indians of several horses he left Oregon City alone, followed and overtook the thieves and brought back their booty, which was restored to the Indians, thus showing the Indians that they were to be treated as fairly as the whites. He had scarcely returned when news reached him of the massacre of Wallace by the Snowquelamie Indians at Puget Sound. He went there with two or three persons, gathered the Indians together and gave them to understand that the murders must be given up. The Indians subsequently turned over the murderers, two in number.

In June the legislature convened. After the delivery of his message, full of sound views relative to the wants and interests of the people, he started on a tour among the coast Indians in the southern part of the territory. General Taylor's administration came into power, an administration which went to the extreme of proscription notwithstanding that he had declared before election that "he had no friends to reward and no enemies to punish." One of the proscribed was Governor Lane, and without cause, then or since alleged, other than his democracy. He received a letter in April, 1850, notifying him of his removal, though his successor had not arrived. He had placed our relations with all the Oregon Indians on a friendly footing, except with the Rogue River Indians. They were a predatory and warlike tribe. The safety of the future border citizens required decided terms of peace or war with them. Governor Lane preferred the former and was about to visit them to obtain restitution of stolen property and to treat for future relations when the news of his removal reached him. What could he do? His successor had not arrived; should he abandon all and leave confusion to reign and the Indians to rob and murder at pleasure? Had he consulted his private interest such would have been his course. But that was not his character. A duty to the government, to Oregon and its citizens was to be performed and since his successor was not there to perform it, he felt it should be done by himself. Supposing he could complete the treaty he desired to make by the 18th of June, and being anxious to attend to his private business as soon as duty would permit, he determined to return his official power to the source whence he obtained it—the government and Washington—and notify them that his discharge of its duties would cease on that day. In the absence of his successor to receive the responsibilities of the office from his hands

and discharge its duties, this was the only course which accorded with his sense of duty. Accordingly he addressed the following letter to the secretary of war:

Oregon City, O. T., May 27, 1850.

SIR: I have the honor to report that I have succeeded in bringing to justice five Cayuse Indians, being all that are now supposed to be living who were concerned in the murder of Dr. Whitman, family and others. I am happy to say that our relations with the Cayuse as well as all other tribes with the exception of the Chasles or Rogue River Indians, are of a most friendly character. I shall set out this day for Rogue river for the purpose of placing our relations with these Indians upon a proper and friendly footing. In sending on my resignation I have given myself until the 18th day of June, in which time I hope to accomplish this most desirable arrangement. I have the honor to be, Sir, your obedient servant,

JOSEPH LANE.

To the Honorable Secretary of War.

He did not conclude the treaty with these Indians until the middle of July but accepted no pay for his services after June 18, 1850. His successor, Major Gaines, did not reach Oregon until August, 1850, although he was commissioned October 2, 1849, and drew pay from that date.

Governor Lane, on the day of the date of the foregoing letter, started for the country of the Rogue River Indians. He entered their country with twelve or fifteen men. The Indians had fiercely spurned all advances from the whites and rejected all attempts at conciliation. With some difficulty he succeeded in assembling them to the number of four or five hundred warriors for a "talk." During the "talk" one of his attendants recognized two horses that had been stolen from them in possession of the Indians, and two pistols then in the belts of two chiefs. The governor demanded restitution of the property, telling them that they couldn't better evince their willingness to treat and preserve peace with the whites than by returning stolen property. The head chief stepped forward, took one of the stolen pistols from the Indian's belt and returned it to the owner, and was about to take the other pistol when the Indian having it in possession presented his gun and raised the war whoop. Instantly four or five hundred guns and arrows were presented at the small party of white men. A single false step would have led to bloodshed then and after. But Lane's coolness and promptness were equal to the emergency. He was heard to say that small as his party was, with their superior weapons they might have made a successful defense. But he had gone there to make a treaty of peace, not to fight. Promptly stepping to the side of the principal chief, pistol in hand, he told them that if a single drop of blood of any of the whites was shed it should be avenged by the destruction of the entire tribe. This had the desired effect. The chief told the warriors to cease their hostile demonstrations and to retire across the river. The governor then stepped among the foremost, took the arrows from the bows and returned them to the quivers, or uncocked the guns and knocked the priming from the pans. The trouble thus quieted, the Indians went back across the river, while the governor kept the chief with him all night. In a few days afterward the tribe again congregated. After a "big talk" a treaty of peace was concluded and presents distributed. The governor left with them strips of paper, stating that they were at peace with the whites and requesting that no man should do them injury. These strips were signed with his name; and the Indians for a long while after, when they approached a white man, would hold out the paper and say "Joe Lane, Joe Lane," that being all the English they had learned.

Governor Lane held his office but about sixteen months. One Oregon history speaks of him as having been Oregon's first and by far her most distinguished executive. And we may add, without belittling the work of his successors, her most efficient, when we consider the vast amount of work he accomplished in the brief time he occupied the office, despite the great difficulties to be over-

were reviewed by General Lane, the governor and staff. A banquet was the next proceeding of the day and among those who sat down with General Lane were Senator Bright, Governor Wright, Messrs. Robinson, Dunham, Gorman and Hendricks, members of congress and members of the supreme court.

In the meantime, while General Lane was in Oregon, he was without his knowledge named for the presidency of the convention assembled at Indianapolis to revise the state constitution, and February 24, 1852, the democratic convention at Indianapolis presented him to the people of the United States as "tried and never found wanting," and therefore the man to advance the interests of our common country.

General Lane brought his family to Oregon in 1853. They left Indiana on a beautiful Easter Sunday morning, March 27, for New Orleans, and the isthmus, and thence up the Pacific coast, arriving at Oregon City May 14. They remained at Oregon City for a short time, thence removed to the claim that General Lane had taken in the Umpqua valley. In the summer of 1853 John Fullerton and I. B. Nichols, prominent residents of the South Umpqua and Cow Creek valleys, came to the home of General Lane, telling him of the outbreak of the Rogue River Indians and asking him to go to the defense of the settlers. He instantly set about raising volunteers. Fifty men joined his party and with these he set out and traveled rapidly to the scene of hostilities. On arriving at Camp Stewart he found the main part of the troops there together with Captain Alden and his regulars. The command of all was tendered to General Lane and by him was accepted. Preparations for moving on the enemy was made and an active campaign resolved upon. From August 15 to 24 several small engagements and sharp skirmishes occurred between the whites and Indians. The troops finally came upon the Indians encamped on a branch of Evans creek in a thick wood filled with underbrush. General Lane decided to attack immediately. While directing the fight General Lane approached within thirty yards of the nearest Indians and was severely wounded in the left shoulder. Still exposing himself, he was forcibly dragged back behind a tree where he continued to direct the fight until, feeling the loss of blood, he retired for a short time to have his wound dressed. The savages still held their strong position and it was thought that they could not be driven from it. At this juncture the Indians, having found that General Lane was in command of the whites, began to call to him and to the soldiers, professing their readiness to treat for peace. Robert Metcalf, sub-agent to the Indians, went to their camp and through him and others negotiations were commenced. General Lane did not wish the Indians to know of his wound so when he went among them he threw a heavy coat over his shoulders so as to conceal his arm. In spite of the pain he conversed with the Indians throughout an interminable peace talk and finally agreed with them upon terms for a cessation of hostilities. No definite arrangements were made, but it was agreed between Chief Joe, who was in command of the Indians, that a final peace talk should be held at Table Rock, within a few days, and that the Indians should go there in a body and await the result of the conference. As soon as the terms of the armistice were arranged the troops took up the march homeward, going into camp at Hailey's ferry, giving the location the name of Camp Alden for Major Alden. On the 10th of September the whites and Indians met at the appointed place on the side of Table Rock and discussed and agreed upon terms of peace. This was in some respects the most remarkable occurrence that ever took place in southern Oregon. An eye witness wrote of it:

"The scene of this famous peace talk between Gen. Joseph Lane and Chief Joseph—two men so lately met in mortal combat—was on a narrow bench of a long, gently sloping hill lying against the noted bluff called Table Rock. The ground was thinly covered with majestic pines and rugged oaks. About half a mile below sat the two chiefs in council. General Lane was in fatigue dress, the arm which was wounded at Buena Vista in a sling from a fresh bullet wound received at

Battle creek. Chief Joseph, tall, grave and self-possessed, wore a long black robe over his ordinary dress and by his side sat Mary, his favorite child and faithful companion. A short distance above on the hillside were some hundreds of Indians in fighting garb reclining quietly on the ground. To the east rose abruptly Table Rock and at its base stood Smith's dragoons, waiting anxiously with hand on horse, the issue of this attempt to make peace without their aid. After a proposition was discussed and settled between the two chiefs, the Indian would rise up and communicate the matter to a huge warrior who reclined at the foot of a tree near by. Then the latter rose up and communicated the matter to those above him and they belabored it back and forth with many voices. Then the warrior communicated the thought of the multitude back to the chief and so the discussion went on until an understanding was finally reached. Then we separated, the Indians going back to their mountain retreat, the whites to the camp." Those accompanying General Lane to the council were: Captain A. J. Smith, First Dragoon; Captain L. F. Mosher, Adjutant; Colonel John Ross, Joel Palmer, Samuel Culver, Captain J. W. Nesmith, Lieutenant A. V. Kantz, R. B. Metcalf, J. D. Mason and T. T. Tierney.

General Lane left for the north on or about October, 1853. But before taking leave of the people of the valley he made a visit to Tipsee Tyee, hoping to induce that much feared warrior to join the Rogue River chiefs in amity to the whites. Tipsee had taken no part in the recent hostilities, but as if to signalize his independence of both white and Indian influence he sent word to Jacksonville that he did not recognize the peace of September 10th and would not subscribe to its terms. As for the other chiefs, they might do as they chose; he was on his own land, came upon it first and should remain upon it. It seemed to the people and the Indian agent that the insolence of Tipsee Tyee needed to be punished. But to punish such a wily old Indian as Tyee was an undertaking of considerable difficulty and very few cared to attempt it. The chief stayed in his lair and General Lane, who to great fighting qualities added a heart that was capable of feeling for even the most savage of God's creatures, paid him a visit in the interest of peace and humanity. Accompanied by two men only he went into the mountains, found the chief and entered upon an agreement with him by which the rights of the settlers were to be respected and grievances to be settled satisfactorily; and returned safely from a journey which most men regarded as infinitely dangerous.

With the Indian war of 1853 ended General Lane's military career. He served the people of Oregon territory as their delegate in congress until the bill admitting the territory as a state was passed, largely by his instrumentality in 1859. He was warmly congratulated by his fellow members in congress on the passage of the bill and when the president signed the bill, the president, vice president and General Lane were all tendered a serenade. He then took his seat in the senate, to which position he had been elected in 1857, the state thus showing her appreciation of his services by honoring him by the election to serve as one of her first senators. He remained in the senate until 1861. In 1860 the democratic convention at Baltimore nominated the popular general and senator for the office of vice president of the United States on the ticket with John C. Breckenridge. In 1861 General Lane retired to private life and returned to Oregon to make his home on his farm in the Umpqua valley. While making the trip from Portland the wagon containing his books and other personal belongings mired and in helping to unload the wagon one of the hunting guns, of which he was bringing three, one for himself, one for a son and one for a neighbor, was accidentally discharged and General Lane was wounded in the left shoulder, where he had been wounded twice before, at Buena Vista and in the war with the Indians in 1853. A boy with the party, without the knowledge of General Lane, had loaded the gun, hoping to see some game, and when the General drew it toward him it was discharged. He was disabled for months and was for years more or less of an invalid from the effects of this wound, and it finally caused his death some years later.

General Lane was married, in 1820, to Polly Hart, who was a woman whose high courage, integrity and steadfastness of purpose was fully equal to that of her distinguished husband. She was born in Kentucky on the banks of the Ohio, but soon after her birth her parents moved across the river and made their home in southern Indiana, excepting during the year 1812, which was spent under the protection of the fort at Vincennes. While still a young girl she was left an orphan and had to depend upon herself, thus early forming those excellent habits that rendered her so truly a helpmeet to her husband. Their family consisted of ten children, six sons and four daughters. The sons were: Nathaniel Hart Lane, who became the father of Dr. Harry Lane, an ex-mayor of Portland; Ratcliff Boone Lane, who took charge of the home farm for a while but died of cholera in 1849 at the age of twenty-two years; Joseph Samuel Lane, who served with his father during the Mexican and Indian wars and who passed away on the 6th of August, 1910, at Myrtle Creek, Oregon, at the age of eighty-three years; Simon Robert, a well known resident of Umpqua valley; Colonel John Lane, a West Point graduate, who served in the Civil war and now makes his home in Idaho; and La Fayette Lane, who served one term as a member of congress from Oregon and who became the father of Father Arthur Lane, a Catholic priest of Albany, Oregon. The eldest daughter, Melissa, who came to Oregon with her father and husband, A. J. Barlow, passed away in 1895 at the age of seventy-four years. Mary, who became the wife of Aaron Shelby, a pioneer merchant of Portland, yet makes her home in that city. The third daughter, Emily, married J. C. Floud, a merchant of Roseburg, Oregon, and died in November, 1907, at Boise, Idaho. Winifred became the wife of L. F. Mosher and makes her home in Portland.

After retiring from public life General Lane lived for several years on a beautiful farm in the hills overlooking the Umpqua valley, and when failing health made it impossible to continue this life, he secured a little home in Roseburg near the home of several of his children and passed his declining years in study and contemplation. He died in April, 1881, from the effects of the repeated wounds he had received in his left shoulder. He was laid to rest in the cemetery that overlooks his first home in Oregon—the state he loved so dearly.

CAPTAIN JOSIAH MYRICK.

The year 1852 is one of the most memorable in the history of the northwest. It was the year which brought to Portland and to Oregon many of the substantial settlers, who became the founders of this commonwealth. Almost a half century before Lewis and Clarke had carved out a path to this section of the country, being the original explorers here, but it was not until the '50s that there was much done to colonize and settle this portion of the country by those who wished to make it a permanent home. Their predecessors had come hither in the interests of trade but without expectation of taking up their permanent abode here. What it meant to the settlers of New England, the east and even of the Mississippi valley to undertake the long journey can scarcely be imagined in this age when one can cross the entire continent in four days. It was seldom that one could make it in as many months at that time. There were but two methods of travel—one was to follow the old Lewis and Clarke trail, as nearly as possible, the other to make the long journey by way of the seas.

Captain Myrick chose the latter. Throughout his entire life he had been more or less closely associated with maritime interests. He was born in New Castle, Maine, on the 17th of February, 1833, and when he decided to establish his home in the northwest he made the trip around Cape Horn to Oregon and in 1852 took up his abode in this state. Soon afterward he became connected with steamboat interests on the Willamette and Columbia rivers in partnership with Jacob Kamm of Portland and the late Captain J. C. Ainsworth. He sailed the



JOSIAH MYRICK



Jennie Clarke and other boats as captain until 1870, when he and his associates in the Oregon Steam Navigation Company became interested in the gold mines of eastern Oregon, and from that time until his death he was closely associated with the development of the rich mineral resources of the northwest. While he maintained his residence in Portland, he died at the Conner Creek mines on the 26th of December, 1906.

Captain Myrick had been married in 1858 to Louisa Rae, a granddaughter of Dr. John McLoughlin, the distinguished Scotchman who became so prominent in the early development and Christianization of the northwest. At his death Captain Myrick left a widow and two daughters residing in Portland and a son living in Los Angeles, California.

In the early days Captain Myrick knew not only almost every citizen of Portland but also many of those living along the Willamette and Columbia rivers. His close connection with the shipping interests at a time when railroad transportation was comparatively undeveloped enabled him to contribute in large measure to the substantial growth and upbuilding of this district.

THE PACIFIC STONEWARE COMPANY.

The Pacific Stoneware Company is the outgrowth of the Pacific Pottery Company, which corporation was organized in 1890 by Charles Hegele, L. P. R. Le Compte and C. W. Borders. The first and last named retired in 1900, at which time Thomas S. Mann, now president of the company, became connected therewith. The other officers are L. W. Scott, vice president, and Thomas Mann, secretary and treasurer. Thomas S. Mann, the president, is a native of Victoria, British Columbia, who came to Portland in 1869 and was educated and married here. He and his associates are making of the business an enterprise of extensive proportions, bringing a substantial profit. The most modern processes of manufacture are employed and their output is one which for durability and finish is unsurpassed. Reasonable prices and promptness in delivery are also factors in the success which is attending the undertaking. The business was reincorporated in November, 1909, under the name of the Pacific Stoneware Company, at which time Mr. Mann became its president. The plant is devoted to the manufacture of stoneware and flower pots and the business has enjoyed a wonderful growth, the trade having increased four hundred per cent over what it was ten years ago. The factory contains over twenty-five thousand square feet of floor space and about twenty men are employed. The product is sold all over the northwest and California with occasional sales in Alaska and Honolulu.

JOSEPH WOOD HILL, M. D.

Joseph Wood Hill, widely known as one of the distinguished educators of the northwest, having founded and promoted the Hill Military Academy of Portland, was born May 28, 1856, in Westport, Connecticut, a son of Joseph Wake-man and Ann R. Wood Hill. The father, who was born June 20, 1832, at Easton, Connecticut, became a merchant at Westport. He traced his ancestry back to William Hill, who came from Lyme Regis, England, in 1632, and settled at Dorchester, Massachusetts. He lived at Windsor, Connecticut, in 1639, and was prominent in the early history of that state, as was his son and namesake. The first William Hill was a member of the general court of Connecticut in 1639 and served as deputy from Windsor in that year and for several years thereafter. On the maternal side, Dr. Hill comes from the Wood family, which is of English origin, the first representatives of the name arriving from Carlisle, England, in 1822 and settling at Pawtucket, Rhode Island.

Dr. Hill prepared for college in the Selleck school at Norwalk, Connecticut. He was graduated B. A. from Yale University in 1878, and M. D. from Willamette University in 1881. He was a member of Gamma Nu. He also served as a member of the Gamma Nu campaign committee; rowed on the freshman crew in the fall regatta; and received several honors in college.

His entire life has been devoted to educational interests. In 1879 he became lessee and head master of the old Bishop Scott grammar school, one of Portland's oldest landmarks, founded by Bishop B. Wistar Morris in 1870. Dr. Hill continued in that position until 1887, when the school became the Bishop Scott Academy, of which he served as principal until 1901. In the latter year, he severed his business connection with the school board of the Episcopal diocese of Oregon, controlling the Bishop Scott Academy, and founded the present Hill Military Academy, situated at No. 821 Marshall street. Dr. Hill retains the principalship of the school, while his oldest son, Joseph A. Hill, became head master and later vice principal. In 1908 the school was incorporated, and Joseph A. Hill assumed the vice presidency and in 1910 became the manager of the affairs at the academy, while Major Von Egloffstein, commandant and instructor of modern languages in the Bishop Scott Academy and Hill Military Academy from 1896, became the head master.

On the 18th of November, 1878, Dr. Hill was married to Miss Jessie K. Adams, a daughter of George S. and Polly M. Adams. Mrs. Hill died February 3, 1901, at Portland, Oregon, leaving three sons: Joseph Adams, born August 3, 1880; George Wakeman, July 28, 1885; and Benjamin Wood, February 18, 1890, who are yet residents of Portland. In this city on the 11th of February, 1902, Dr. Hill was married to Mrs. Laura E. MacEwen, a daughter of J. C. and Martha McFarland of The Dalles.

Dr. Hill originally gave his political support to the democracy, but, believing in the gold standard, severed his connection with the party in 1896 and has since been a consistent republican. In Masonry he has attained the Knights Templar degree of the York Rite and is also a member of the Mystic Shrine. He belongs to the Episcopal church. He has been a close student of governmental problems and sociological and economic conditions, and he casts his influence where reform, progress and intellectual and moral development lead the way.

JOSEPH ADAMS HILL.

Joseph Adams Hill, the present vice principal and actual head of the Hill Military Academy, was born in Portland, August 19, 1880. He is the eldest son of Dr. Joseph Wood Hill of Westport, Connecticut, Yale '78, former principal and lessee of the Bishop Scott Academy and present principal of the Hill Military Academy, and his wife Jessie Katharine Adams, of Westport, Connecticut. His one surviving brother, Benjamin Wood Hill, is of the class of 1912, Sheffield Scientific School.

Mr. Hill received his preparatory school education at the Bishop Scott Academy. Upon his graduation in 1899 he entered the biological course at Sheffield Scientific School with intention of preparing for a medical career. During his senior year the sudden death of his mother completely changed his plans and he gave up the study of medicine for a commercial career. After his graduation in 1902 he entered the employ of the American Steel & Wire Company. He became a salesman in their Boston office and a year later was transferred to their electrical and wire rope department at Worcester, Massachusetts. In 1904 he accepted a position as salesman with the Lake Erie Wire Nail & Supply Company of Cleveland, Ohio, and later was appointed traveling sales manager of the Clifton Nail & Supply Company of St. Louis, Missouri; the Grant Nail

& Supply Company of Boston, Massachusetts, as well as the Lake Erie Nail & Supply Company.

The Lewis & Clarke Exposition in 1905 caused him to resign his position and to return to Portland, where he entered the service of the United States geological survey, who were then investigating the black sands of the Columbia river under the direction of David I. Day, the noted geologist, and assisted in the operation of the electrical furnace used in smelting the iron ores found in the black sands.

Subsequently he accepted a position with the Tualatin Mill & Lumber Company and then entered into the corporation of the East Side Slab Wood Company. He filled the position of secretary-treasurer of this corporation for a number of years and then sold out his interest and departed for the Nevada gold fields. Here he visited the camps of Goldfield, Tonopah, Wonder, Fairview, Goldbanks, Dixie and Hike, and became actively engaged in mining. Later on he visited the camps of Florence, Dyke, Veryville, New Goldfield, Rebel Creek and Fortuna in the northern part of Nevada and in 1908 returned to Portland in order to accept the position of vice principal of the Hill Military Academy. He soon assumed the actual management of the institution and his progressive spirit united with the broader experiences of his father was largely instrumental in making the academy one of the strongest and most thorough preparatory schools in the Pacific northwest, an accomplished fact proven in the well established reputation of the school, and in the liberal patronage accorded it. Mr. Hill is an active republican and a member of the University Club and the Multnomah Amateur Athletic Club.

THE HILL MILITARY ACADEMY.

The Hill Military Academy, a boarding and day school for boys and young men, was founded in 1901 by Dr. Joseph Wood Hill, who for twenty-three years previous to that time had been lessee and principal of the Bishop Scott Academy, one of the pioneer educational institutions not only in the city of Portland but in the state of Oregon and the Pacific northwest as well. Dr. Hill, who during his career in Oregon as an educator has had more than two thousand pupils under his charge and whose "boys" can be found in every section of the northwest and in many other parts of the country at large, successfully engaged in professional pursuits or occupying responsible positions in the commercial world, had long cherished the desire of establishing an academy of his own, in which he might embody and perfect his own ideas and principles of education, developed throughout many years of experience, and the Hill Military Academy is the culmination and realization of this desire.

The academy is located in a beautiful and quiet residence portion of Portland and within a few blocks of its two best and largest hospitals that can be reached in twelve minutes by electric cars from the business center. It therefore enjoys the benefits of the exceptionally pure Bull Run water, municipal lighting and all other conveniences found in a large city, yet it is sufficiently remote from the heart of the town to be free from influences that would distract from study.

The buildings are commodious and carefully planned and constructed throughout. The main building, four stories high, is built in the English baronial style, with castellated walls, and accords in appearance with the military idea. It is of slow burning construction, without the old fashioned hollow wall, floor and air spaces, and by way of further precaution is supplied with a sufficient number of easily accessible fire escapes, thus practically eliminating all danger of fire. Its internal arrangement is thoroughly modern, its sanitary system is perfect. The private rooms for the cadets, heated by hot water and adequately lighted, are

designed for two occupants and possess unusual facilities for comfort. The armory, two stories high, contains the spacious drill hall, fifty by one hundred feet, and the fully equipped work shops of the academy.

For nine years the educational work of the academy was carried on successfully and with a gradually growing patronage under the management of Dr. J. W. Hill, principal, and Mr. John W. Gavin, vice principal and headmaster. In 1910 Dr. Hill, though retaining the principalship, turned over the management of the academy to his eldest son, Mr. Joseph Adams Hill, Yale '02, S, who became its vice principal. At the same time Mr. J. W. Gavin accepted a call to the principalship of the Skagway (Alaska) high school and was succeeded as headmaster by Major G. C. Von Egloffstein, who had been commandant and instructor of modern languages of the Bishop Scott and Hill Military Academies since 1899.

Mr. J. A. Hill upon assuming the management immediately brought about many important changes. The academy was incorporated under the laws of Oregon, the building thoroughly overhauled and renovated from top to bottom, the faculty increased, and the educational and disciplinary system reorganized to meet the most exacting demands. As a result, the academy soon found itself in better condition in every respect than ever before, its standing with the leading universities firmly established and its diplomas accepted by practically every college in the United States that accredits preparatory schools. Its policy endeavored to reach the individual student, by means of a large force of competent, live instructors and extremely small classes, so as to enable him to advance as rapidly as is compatible with efficient work. Its military discipline just and administered without fear or favor, as maintained was made considerably stricter and boys not amenable to discipline or otherwise undesirable, were not retained. The military department now emphasizes every advantageous feature of military training without encroaching upon the time reserved for studies. Clean athletics of all kinds are encouraged and strictly and competently supervised. An annual summer session was added to its regular curriculum, which is held in a camp, either at the coast or in the mountains, and promises to become one of the most important features of the school. Its watchword became "Thoroughness and Results," and the Hill Military Academy, a success from its inception and developed along the most practical lines of modern education, has now become one of the leading preparatory schools of the northwest, with a firmly established patronage crowding its capacity so that an enlargement of the plant will soon become a necessity.

THOMAS BENTON KILLIN.

To say that Thomas Benton Killin was an Oregon pioneer of 1845 is to indicate that he was a witness of almost the entire development of the state. Prior to that period Oregon's resources were little developed. Fur trading had been carried on with Astoria as the headquarters from the early part of the century but mile upon mile of the state was as yet an unexplored country and practically nothing had been done toward utilizing the opportunities offered in its rich mining districts, its extensive forests and in the alluvial soil. Mr. Killin, only six years of age at the time of his arrival, was reared amid an environment that tests the metal of men and proves their true worth, for, far removed from civilization, the individual must adapt himself to difficult surroundings and prove his adaptability by using the resources at his command.

Mr. Killin was born in Springfield, Illinois, May 10, 1839. His father, John Killin, was a native of Pennsylvania, born in 1792, while the mother, who bore the maiden name of Frances Ulam, was born in 1813. Removing westward, the father became superintendent of the construction of the Illinois and Michi-

gan canal, residing for a time at Springfield. He resumed his westward journey, when in 1842 he went to Iowa, where he purchased land and engaged in farming until the spring of 1845. From time to time from the few settlers who had penetrated the northwest, reports were received concerning the rich country that was awaiting the development of man to yield rich returns. Mr. Killin resolved to cross the plains to Oregon and try his fortune in the northwest. At that time his family numbered three children, Martha, Thomas Benton and G. Benton. The daughter afterward married and had four children but is now deceased. Thomas became the owner of a part of the home place. The party left Iowa in April and by slow stages proceeded across the plains and over the mountains, reaching their destination in October. While on the Platte river they were corralled by the Indians but secured their release by giving oxen to the red men. Leaving their teams at The Dalles, they made rafts and floated down the river to the Cascades. After passing the troublous stretch of water there encountered, they continued their journey by boat down the river and spent the winter on the Tualitin plains. From that point they went to Linn county, where Mr. Killin secured a donation claim and in the summer of 1846 raised a crop. Their nearest neighbor was twelve miles away and the family seemed indeed isolated and far from civilization. Subsequently they removed to a place near Gervais, in Marion county, and in March, 1847, they came to the donation claim in Clackamas county, upon which the two sons resided for many years. The father traded a yoke of oxen for six hundred and forty acres of choice land. It was entirely destitute of improvements save for a little cabin but the labors of the family soon wrought a marked transformation in the place and in later years two fine farm residences were erected thereon. For twenty years John Killin made that property his home, carrying on general agricultural pursuits up to the time of his death, which occurred in October, 1867. He was a man of unassailable business integrity as well as indefatigable energy and enterprise. In antebellum days he gave his political support to the democratic party. He was acquainted with Abraham Lincoln while a resident of Springfield and after the organization of the republican party became one of its staunch advocates and was unfaltering in his loyalty to the Union cause during the Civil war. His widow long survived him, passing away December 15, 1909, at the age of ninety-four years.

Thomas Benton Killin was the second in order of birth in his father's family and was a little lad of six years when the journey was made across the plains to Oregon. Throughout his life he remembered many incidents of the trip as well as of the period of early residence in this state. He was sent to the primitive schools of Clackamas county until sixteen years of age and then put aside his text-books to make his own way in the world. His life was one of untiring industry and intelligently directed effort. When the Civil war broke out between the north and the south, like his father, he entertained strong Union sentiments and on the 21st of April, 1863, enlisted as a member of Company G, First Oregon Cavalry. The troops were stationed for a year at Fort Vancouver and afterward among the Snake Indians, being engaged continuously on the frontier in a warfare that was even more difficult than that which was being waged upon the battlefields of the south, for there the foe were evenly matched and each had been trained in the same system of warfare, but in the northwest and along the frontier the white soldiers must learn the wily and treacherous methods of the red men and must fight according to their custom, making an unexpected attack upon the enemy. Not far flung battle line did they form but under cover of bush or tree or rock, wherever a hiding place was afforded, they waited in silence for the enemy.

In April, 1866, Mr. Killin was honorably discharged, having in the meantime been promoted to the rank of first sergeant. Returning to his home, he purchased a quarter section of land from his father, constituting a portion of the donation claim, and on the 3d of December, 1867, he completed his arrange-

ments for having a home of his own by his marriage to Miss Mila A. Adair, who was born in Illinois, January 8, 1849, a daughter of William R. Adair, who in 1852 came west with his family. After their marriage Mr. and Mrs. Killin began life on the farm, where they continued to reside until 1907, when they removed to Silverton, Oregon. In 1880 he built a fine frame residence there and from time to time made other substantial improvements, developing his place into one of the best farms of the county and scarcely surpassed in all the state.

Unto Mr. and Mrs. Killin were born two children: May, now the wife of Wallace Durant, a resident of Woodburn, Oregon; and Benton, who is living in East Portland. Mr. and Mrs. Killin are members of the Congregational church. In politics he is a staunch republican, never swerving in his allegiance to the party and the cause it represented, yet he never sought or desired office, preferring to concentrate his energies upon his individual business interests. However, he served as commissioner of Clackamas county for a number of years. He enjoys in large measure the respect and confidence of all who know him and the family, too, are prominent in this part of the state.

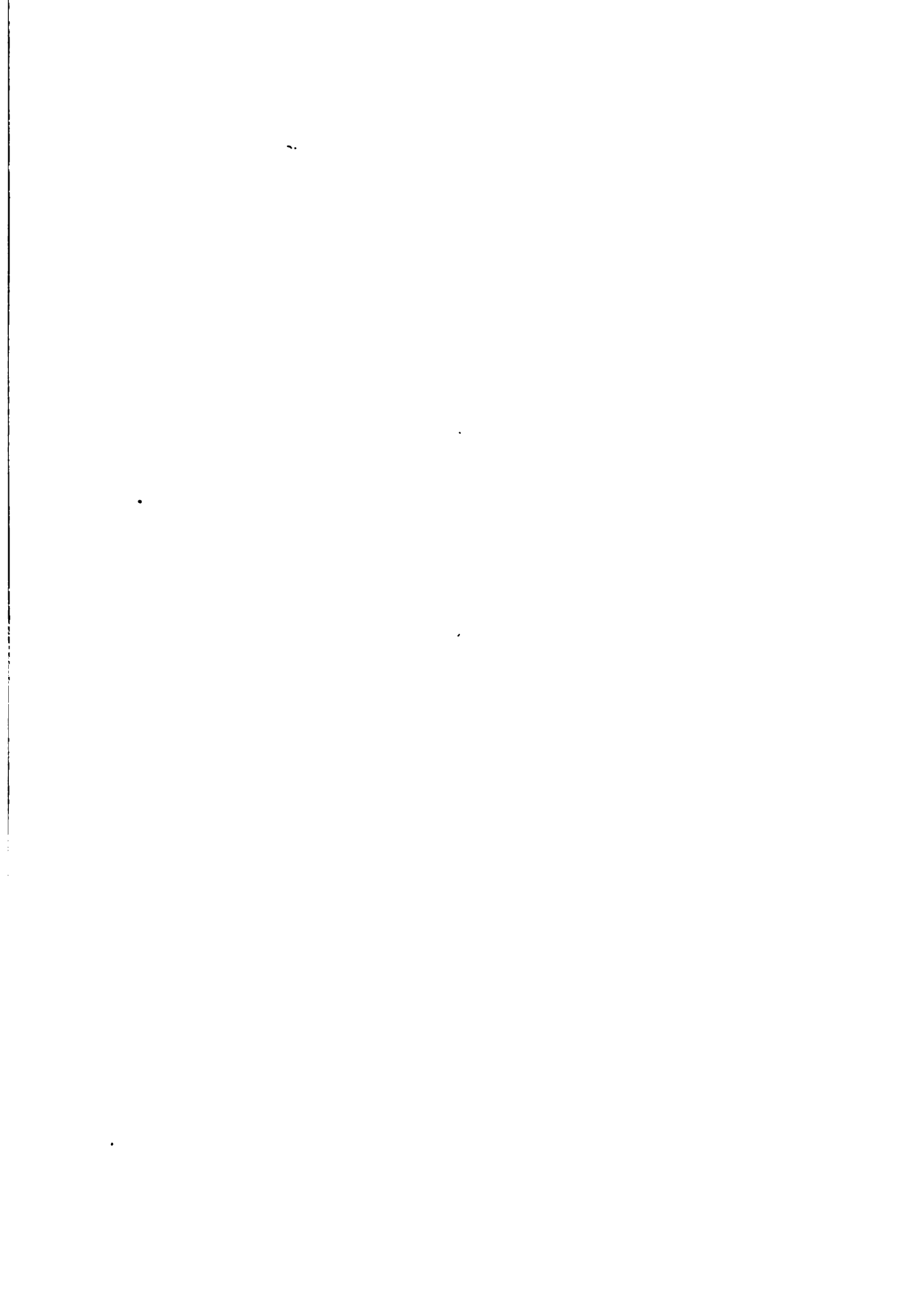
FINLAY McKERCHER.

In financial circles Finlay McKercher is well known, his enterprise and ability leading him into important relations. He was born in Flint, Michigan, March 21, 1847. His father, Daniel McKercher, was a native of New York and followed farming as his life work. He died at Sioux City, Iowa, in 1900, having long survived his wife, who passed away during the childhood days of their son Finlay. Mrs. McKercher bore the maiden name of Florence McCandlish and was also a native of New York. Both the paternal and maternal grandparents were natives of Scotland. The family of Daniel and Florence McKercher numbered six children, of whom Finlay is fifth in order of birth. Two of his sisters are yet living: Mrs. Jennie B. Gilbert, of Sioux City, Iowa; and Mrs. Susan A. Brookings, of Portland.

In the public schools of New York, Finlay McKercher pursued his education. He removed to the Empire state during his childhood and made his home with his grandparents until fifteen years of age, when he started out in life on his own account. Returning to Michigan, he located in Bay City, where he engaged in clerking until 1862, when he responded to his country's call for troops and entered the military service. He was attached to the quartermaster's department of the Army of the Cumberland at the headquarters of General Thomas and remained in that branch of the service until 1866, when he left the army. In the same year he secured a position as teller in the bank of Ware & Ellison of Sioux City, Iowa, there remaining for two years, after which he spent two years in the general mercantile business in Vermilion, South Dakota. The grasshopper plague made times so hard, however, that he was obliged to discontinue his business, and, going to Chicago, he entered the employ of a wholesale hardware house, for which he traveled for six years. At the end of that time he became credit man for a wholesale jewelry house, which he thus represented for six years. Subsequently he became vice president and manager of the Minneapolis Jewelry Manufacturing Company, which he assisted in organizing. After two years Mr. McKercher sold out and sought the opportunities of the northwest, going to Portland with Frank Peavey, a prominent grain man. He assisted in building elevators on the line of the Oregon Railroad & Navigation Company from this point to Spokane and also the million bushel elevator at Albina, in which enterprise he was financially interested. Shortly after his arrival in Portland he also organized the Oregon Building & Loan Association, of which he became the first secretary. After two years he severed his relations with the Pacific Coast Elevator Company, of which he was president during the period of organization,



W. M. Kercher



while later he became secretary. He afterward concentrated his entire attention upon the building and loan business and was active in establishing the Equitable Savings & Loan Association, which is a reorganization of the above company and was reorganized in March, 1899. He continued as secretary of the company. This is one of the leading financial institutions of the city, of which further mention is made in connection with the chapter of business interests in this history. He is also vice president of the Butler Banking Company of Hood River, Oregon, and is the owner of an apple orchard of seventy acres in White Salmon valley, where he has his summer home, there enjoying rest and recreation from the onerous business cares that are imposed in the supervision of his extensive interests in Portland.

On the 19th of July, 1870, Mr. McKercher was married in Moingona, Iowa, to Miss Sarah Julia Hooker, a daughter of Morgan L. Hooker, a merchant and banker of that place. Mrs. McKercher passed away July 17, 1894, leaving five children, Ethel Crosby, at home; Jean, who is a piano instructor at Yankton College, Yankton, South Dakota; Paul Riggs, who is an orchardist at White Salmon; Hattie Florence, who died in 1898, and Emma Lucile, who died in 1907. The family reside at No. 355 East Eighth street, North, in Holliday's addition.

Mr. McKercher has been identified with the prohibition party since 1884 and is recognized as one of its most active and efficient workers. He has been a candidate for nearly every local and state office save that of governor. He has for some time been working hand in hand with U'Ren in securing for the state the initiative and referendum, the direct primary law, the recall on public officials, the proportional representation law, the corrupt practices act and other measures of a reform character. He is an earnest worker in behalf of any movement to abolish personal privileges and political abuses and stands for all that is highest and best in citizenship. Fraternally he is connected with the Masons and has attained the Knights Templar degree. He also belongs to the Odd Fellows society, is a member of the Chamber of Commerce and of the First Presbyterian church, associations which indicate much of the nature of his interests and the rules which govern his conduct. His entire life has been marked by progress and he stands as an advocate of all that is most worthy in material, intellectual, political and moral lines.

JOHN C. CORDANO.

This great republic is founded upon the principle of equality, no man being considered superior to another according to law and there is no one point of which the American people are more proud than the fact that he who is born amid the humblest surroundings may attain the highest positions of prominence, success and power. One is thrilled with the story that a boy who walked the tow-path, barefooted, became president, that another who spent his youth in rail-splitting, was made the nation's chief executive. There are thousands of incidents where young men reared in equally humble surroundings and with the most meager advantages have attained to prominence in business circles and the American public is always thrilled by such a story of achievement and success. Blacking boots on the streets of Portland when a boy, John C. Cordano is today one of the prosperous residents of the city, his earnest labor constituting the basis of his advancement to a position among the prosperous business men here, his wealth being represented by extensive realty holdings.

Mr. Cordano has lived in Portland for twenty-eight years, coming here about 1882. He arrived directly from Genoa, Italy, where he was born on the 23d of July, 1869. He was therefore a lad of thirteen years when he crossed the Atlantic. His parents, Peter and Teresa Cordano, both died in Italy. In that country their son John began his education but when only thirteen years of age

sailed alone for the new world, landing at Castle Garden in New York. He made his way at once to Portland and as it was imperative that he have an immediate income, he began blacking boots. Gradually he built up a good business in that connection and later, when the financial resources at his command made it possible, he established a fish and poultry business. Subsequently he was appointed by George C. Sears to the position of deputy sheriff, serving during the last two terms of Mr. Sears' incumbency in the sheriff's office. He was then appointed city detective under Mayor W. S. Masons and filled the position for seven years. He served as chief deputy under Sheriff Thomas M. Ward for two years, and was chief criminal deputy during the Lewis & Clarke Exposition, being awarded a diploma for specially valuable service during that time. During his experience as deputy sheriff and with the detective departments he apprehended many of the most desperate criminals known on the Pacific coast, including Castro, the murderer, and the notorious desperadoes, Merrill and Tracy, James F. Muse, Nick Haworth and Eugene Roberts, of San Francisco.

On leaving public office Mr. Cordano became connected with the Oregon Railroad & Navigation Company and the Southern Pacific Railroad Company in the tax and right of way department, having charge of all their property. This was about 1898 and he was with the corporations at various times for three years. He has since done special work for the state and has been employed as court interpreter for the past twenty years, for he has intimate knowledge of the various dialects employed by the Italians, French and Spanish. As opportunity has offered he has wisely made investment in property and is today the owner of Portland real estate valued at one hundred thousand dollars. All this displays his keen business ability, his enterprising spirit and his commendable ambition.

On the 3d of March, 1891, Mr. Cordano was married to Miss Jennie Raffetto, whose parents, Louis and Rose Raffetto, were both natives of Italy, but her birth occurred in San Francisco. They were early settlers on the Pacific coast, arriving before the period of railroad travel, making the voyage on a steamer which rounded Cape Horn and proceeded up the western coast of South and North America to the Golden Gate.

Mr. and Mrs. Cordano are prominent socially in the city, among people of their nationality, Mr. Cordano having for fourteen years been president of the Italian Society which is composed of the best Italian citizens of Portland. He also belongs to the Benevolent and Protective Order of Elks, the Druids, the Red Men and the Mazzini, an Italian society. In politics he is an earnest republican, and both he and his wife are members of St. Michael's Catholic church, to which they contributed the main altar when the church was erected. Mr. Cordano has every reason to be proud of what he has accomplished and his prosperity proves the strength of his character, his strong purpose and his unflinching determination.

WILLIAM W. CATCHING.

William W. Catching, an Oregon pioneer, whose identification with the state dated from the 20th of November, 1845, was at the time of his death, which occurred in 1874, engaged in agricultural pursuits in Douglas county. Kentucky numbered him among her native sons, his birth having there occurred March 12, 1813. His parents, John and Jane (Warren) Catching, were southern people and in his native state William W. Catching pursued his education and learned the trade of a millwright and carpenter. In fact he displayed great mechanical skill and ingenuity, so that he had in a knowledge of his trades the foundation for success in later life. He was only about ten years of age when his parents removed to Missouri, and continued a resident of that state until 1845, when he came to Oregon.

In Ray county, Missouri, Mr. Catching met Miss Angeline F. Yates, a daughter of William B. and Sarah (Parker) Yates, and they were married on the 15th of May, 1839. They continued to live in Missouri until 1845, when they started for the west with their small family of three sons, who in the meantime had come to bless the household. They made their departure from Savannah, the county seat of Andrew county, Missouri, on the 20th of May, 1845, with a team of oxen and such supplies as were necessary in making the long trip across the plains where for many a weary mile nothing was to be obtained from the habitation of settlers who had preceded them. The party would travel for days without coming upon any indication that white men had previously gone that way. There were seven hundred wagons in the train which was in charge of Solomon Tetherow, and all went together as far as Wood creek, about four miles from Omaha, Nebraska. Then the party divided into various sections on account of water and feed for the cattle. Mr. Catching and his family were still with the number under the command of Captain Tetherow. The journey was not fraught with any incidents of particular note beyond the experiences which fall to the lot of the majority of emigrants. There were many days of tedious travel, however, across the plains and over the mountains, following roads that were never very good, while at times the trail was almost obscured. At length the Catching family arrived at Cornelius, Washington county, on the 20th of November, 1845. It was a wilderness district in which the Indians were numerous. Hunting and fishing could be indulged in, for the woods abounded in fur-bearing animals and wild game, while the streams were rich in fish. As one speeds across the country today in a Pullman, looking over the highly cultivated farms, vineyards and orchards, it seems hardly possible that it is within the memory of living people when this was almost an uninhabited region, the forests being uncut while much of the land was still unclaimed. Mrs. Catching, however, well remembered the day when such conditions existed. She became an esteemed and worthy member of the Oregon Pioneer Society, with which she was connected until her death.

On reaching this state Mr. Catching secured a claim of six hundred and forty acres near Forest Grove in Washington county, and the family took up their abode upon that place on the 18th of May, 1847. Previous to that time they had lived for a brief period in a small cabin near the claim. Their second home was also a log house, and upon the farm they resided for about twenty-two years, Mr. Catching giving his time and energies to general agricultural pursuits. At the end of that time, because of his health, he removed to Douglas county, Oregon, where he arrived on the 5th of October, 1869. Mr. and Mrs. Catching then sold their old home place and purchased two farms in Douglas county, but the cause of their removal was not attained, as Mr. Catching did not improve in health but soon passed away, after which his widow sold the farm property there. It was on the 10th of October, 1874, that Mr. Catching died, his remains being interred in the cemetery at Riddle in Douglas county beside his mother. While living in Missouri he had served as deputy sheriff for six terms. He did not seek to figure prominently in public life here, but concentrated his energies upon his private business affairs and his capable management of his business interests enabled him to leave his family a good property and comfortable competence.

After her husband's death Mrs. Catching devoted herself to the welfare of her family. She was born in Estel county, Kentucky, January 9, 1825, and was married at the age of fourteen years, becoming the mother of thirteen children. John, now deceased, married Rhoda Leverage and unto them were born six children, Sidney, William, Elbie, Benjamin, Jessie and Caroline. Joe P., who has also passed away, married Maria Evans, also deceased. Their children were Lillian and Elmer. William R., the third of the family, has also departed this life. Sarah J., the wife of Richard Balda, had three children, Millie, Elizabeth and Carrie. Ephraim and James are both deceased. Benjamin married Sarah

Simmons and they have six children, Mabel, Maud, Edna, Gladys, Mark and one deceased. Caroline is the wife of William Levens, and they have three children, Curtis F., Clyde and Angeline. Watson married Florence Burch, who died leaving one child, Eva M., and for his second wife he chose Rose Ketchem, by whom he has one child, Cecil. Charles H. is the youngest living member of the family, for the others died in infancy, and he is now living in Montana. During the latter years of her life the mother made her home with her daughter Mrs. Levens at 185 Sixteenth street, Portland, where she died during the last week of September, 1910, at the age of eighty-five years.

WILLIAM BOYD STEELE.

William Boyd Steele is well known to the leading business men of Portland by reason of his long and active connection with building operations. His work in that direction has been of an important character, marked by a spirit of enterprise and progress that quickly recognizes and utilizes the opportunities for advancement. He was born in the north of Ireland, near Glenarm, County Antrim, May 5, 1848, of the marriage of George and Jennie (Boyd) Steele. At the age of sixteen years he left the Emerald isle and crossed the Atlantic to Wilmington, Delaware. His education, which was begun in the schools of his native country, was continued in the United States in a three years' course in night school. He served his apprenticeship at Wilmington, Delaware, and worked on the Edgemore Iron & Steel Works under Captain Kendrick, to whom was awarded the contract for the construction of the plant which was the property of the Sellars Brothers. It required five years to complete the plant.

For fifteen years after coming to America he remained a resident of Delaware. The press, as well as private individuals, gave account from time to time of the growing business opportunities of the northwest and, hoping to benefit by the advantages to be obtained in Oregon, Mr. Steele sailed from New York to the isthmus and after crossing Panama took a steamer on the western border for San Francisco. From that city he sailed for Portland and immediately sought work here at the brick-mason's trade. He was employed by Mr. Richardson and by Thomas Mann, a sketch of whom appears elsewhere in this volume. After being employed for a time as a journeyman he took up contract work on his own account and has since made steady advancement in the field to which he directs his labors. He built all of the plant for the Pacific Coast Biscuit Company and was the builder of the first cracker ovens constructed on the Pacific coast. He also did the work of remodeling when these were converted from coal burners to oil burners. He likewise built the plant for the same company at Sacramento, California, and in connection with J. S. Seed he built the first pressed brick building of Portland, its location being on First street. This was constructed for Mr. Carney and was of red pressed brick, trimmed with white granite. It was built about the year 1882. Mr. Steele was one of the first to introduce the plan of using horse power to elevate the brick and mortar, thus doing away with hod carriers. On one occasion the rope that was elevating the brick broke and the ratchet of the elevator coming down at a rapid rate frightened the old horse Prince so that he ran out of the building and down the street, but just at that time the noon whistle blew and appetite proved stronger than fear, for old Prince turned and ran back to the building for his oats. Mr. Steele also erected the entire block on Morrison between Fourth and Fifth streets. While doing that work he became a candidate for county commissioner and the old horse Prince had a card hung upon him which was inscribed "I am pulling for W. B. Steele for county commissioner." The horse in this way became a historical character of the election.

Mr. Steele has been married three times. He wedded Annie Irving, a native of Delaware, and they became the parents of four children, of whom the living are: W. B. and David E. Steele, who are carrying on the contracting business at the present time; and Jane Mary, the wife of Claud Heslin. One son, Samuel Morris, died at the age of thirty-eight years. Mr. Steele's second wife bore the maiden name of Cora Murphy. His third wife, Mary Morrow, is a native of Ireland but when five years of age was brought to the United States, and their marriage was celebrated in Portland. They have five living children: Ida May; George; Nancy, the wife of Homer C. C. Woodward; Gladys Mary; and Rose. They also lost one daughter, Rosetta, who died at the age of ten months. The family reside on the farm where Mr. Steele settled when he first came to Oregon. After living for twenty years in Portland, they again took up their home in the country on his retirement from active business.

In politics Mr. Steele has always been a republican and where possible has conserved and promoted the interests of the party. About 1900 he was elected county commissioner and later was made road master. While filling that position he built all the bicycle tracks in Multnomah county and used the first crushed rock put upon the county roads. He also purchased the first rock crusher that was used in the county in the building of good roads and his work was a most important factor in the improvement of the public highways. Mr. Steele is a Scottish Rite Mason, having attained the thirty-second degree, and is also a member of the Mystic Shrine. In religious faith both he and his wife are Presbyterians. They have many friends in Portland and the hospitality of many of the best homes is freely accorded them. The life record of Mr. Steele is an evidence of the opportunities that lie before ambitious, energetic young men. Placing his dependence upon his own efforts from the age of sixteen years, he has steadily progressed in the business world until his labors have placed him with the men of affluence in Multnomah county.

EDWARD FRANCIS RILEY.

Edward Francis Riley, senior member of the law firm of E. F. & F. B. Riley, and president and general counsel of the Clackamas Title Company, has specialized in the department of real-estate law and so broad has been his experience and so thorough his study that he is largely regarded as an authority on that branch in this city. He has made his home here since 1891 and has not only been closely associated with the legal profession but has been the promoter of interests which have had important bearing upon the general progress and development of this section. He was born in Delaware county, Ohio, September 17, 1839. His parents, Ezra and Louisa (Potter) Riley, were of German and old Puritan stock, the latter a kinswoman of the late Bishop Potter of New York.

After acquiring his preliminary education in the public schools, Edward Francis Riley, in 1861, entered the University of Michigan law school and was graduated therefrom in 1863, receiving the degree of B. L. He was admitted to the bar of Ohio in that year, to the bar of Iowa in 1864 and to the Oregon bar in 1892. From the time of his admission he engaged in practice in Mount Gilead, Ohio, until 1864, when he removed to Osceola, Iowa, where by industry and integrity he became a successful banker and lawyer, widely known for his business and professional success and for his high and progressive qualities of citizenship. He was the founder of the banking concern bearing his name, and later when the business expanded, under the firm name of Riley, Simmons & Company, he remained as the senior partner.

Interested in the growing northwest, with its almost limitless possibilities and opportunities, Mr. Riley removed his family to Portland in 1891 and has since been closely identified with the growth of this metropolis. He has remained

continuously an active member of the bar and is a specialist in the law of real estate. In 1893 he founded the Clackamas Title Company, which was incorporated in 1902 and is one of the sound concerns of its character in the state, with departments of abstracts, trusts, law, investments and loans.

A man of scholarly attainment, he has ever read broadly and thought deeply, his knowledge concerning many vital questions being far in excess of the great majority who have discussed through the press and on the platform matters of wide-spread significance. He has always been a republican and has made a special study of social and economic conditions of the peasantry of Europe while traveling abroad.

On the 16th of September, 1868, Mr. Riley was united in marriage to Miss Martha Smith, of Osceola, Iowa. Their children are: Allen Ezra, who followed the profession of architecture but is now deceased; and Frank Branch Riley, an attorney at law of the Portland bar and junior member of the law firm of E. F. & F. B. Riley.

Mr. Riley has been a member of the American Bankers Association, a charter member of the Oregon Association of Title Men and a member of the American Association of Title Men. He was one of the incorporators of the Bankers Life Insurance Company. He is likewise identified with the Oregon Historical Society and with the Portland Commercial Club and is a cooperant factor in the movements of the latter for the upbuilding of the city and the extension of its business connections.

WILLIAM D. SAPPINGTON.

William D. Sappington is now serving for the second term as sheriff of Clarke county, Washington, and, moreover, has been honored by a second election to the presidency of the state sheriff's association—an honor accorded to no other man in the history of the state. He is a native son of the northwest, his birth having occurred in Yamhill county, Oregon, September 10, 1864. He was reared and educated in Washington county, Oregon, and in 1883, when a young man of nineteen years, went to Hood River, Oregon, where he spent one year. The following year was passed in Washington and through the succeeding two years he resided at Cascade Locks, Oregon. In 1889 he took up his abode in the city of Portland. During all this period he was engaged in mechanical engineering but in Portland he turned his attention to the live-stock and meat business, in which he continued for twelve years with success.

At the end of that time Mr. Sappington removed to Yacolt, Clarke county, Washington, where he continued to engage in the live-stock business until 1906, when he was elected sheriff of the county on the republican ticket. He entered upon the duties of the office on the 14th of January, 1907, and toward the close of his term he was reelected, so that his incumbency will continue until January, 1911. He was the first man in the history of the county that has ever been elected to the position of sheriff without opposition, this happening at his second election. When first chosen to the position he removed to Vancouver. He has been most prompt and faithful in the execution of the duties that devolve upon him, neither fear nor favor swerving him from the course that he believes to be right. He has also held other local offices. He was made a director of schools in Yacolt and was serving on the board that built the high school there, acting as its chairman at the time. He is now a prominent member of the Washington State Sheriffs Association, was elected its vice president at Colfax, Washington, in 1907, was elected president at Olympia in 1908 and was reelected in 1900, being the only man that has been honored with the presidency for two terms.

Mr. Sappington has served as a delegate to state conventions for many years. He was thus acting at Spokane in June, 1907, when delegates were elected to the



W. D. SAPPINGTON

national convention held at Chicago, which nominated President Taft. He was also a delegate to the state convention which nominated Judge W. W. McCreadle and was a delegate to the state convention held in Tacoma in August, 1910, that nominated the state supreme judges. He was appointed by Governor Hay as delegate to attend the American Interstate Prison Congress held at Seattle in July, 1909, and also appointed him a delegate to the American State Prison convention held at Washington, D. C., in August, 1910. During the fire of 1910 that destroyed much property in Clarke county he served as chairman of the relief committee that distributed funds and provisions to the sufferers.

On the 13th of August, 1889, Mr. Sappington was married to Miss Eunice Blackwood, of Washougal, Washington, a daughter of H. C. and Eliza Blackwood, pioneer residents of Washington. They have two children: Lucille, born June 30, 1895; and Chester, born August 17, 1897.

Mr. Sappington is identified with several fraternal organizations. He belongs to the Benevolent and Protective Order of Elks, the Woodmen of the World, the Modern Woodmen of America, the Red Men and the Knights and Ladies of Security at Vancouver and is also a member of Rose City Lodge, K. P., of Portland. He takes an active interest in all outdoor sports and is renowned as a hunter and fisher. He trains bear dogs for his own use and has had as high as seventeen at one time for hunting bears. In two years he and his partner killed twenty-two bears of the black and brown varieties in Clarke county and he has had some of his game mounted. He has also trained and owned some of the best cattle and shepherd dogs on the coast, and his opinions concerning the value of such animals are largely accepted as authority.

GEORGE H. ANDREWS.

The name of George H. Andrews figures in connection with that of Ben Holladay and Henry Villard—a trio that indicates effectiveness and power in business circles. The name of each is inseparably interwoven with Portland's history. Mr. Andrews was numbered among the pioneers of Mount Tabor and was recognized as a leading and distinguished resident of Portland for more than thirty-five years. He was born in Birmingham, England, on the 13th of April, 1843, and passed his boyhood and youth in that country, but in 1859 accompanied his parents, Mr. and Mrs. Henry Andrews, on their removal to New Zealand, where he was employed in a post office. In 1860, however, he came to the United States, for the reports reaching him concerning the new world and its opportunities, proving an irresistible attraction. He decided to benefit by the broader chances here to be found, nor did he ever have occasion to regret his determination to come to America. He found its people hospitable, its advantages good, and in Portland he so labored that success crowned his efforts while at the same time his activities were a source of benefit to the city.

Mr. Andrews landed at San Francisco but remained there for only a few months, for he could find no satisfactory employment. He then came to Portland, where he resided until his death. His first work was in the surveyor general's office, in which he continued for but a few months. He then engaged with Ben Holladay in the steamboat business as chief accountant until the business was discontinued. Mr. Holladay then turned his attention toward the development of the Oregon & California Railway Company, and Mr. Andrews continued with him. He was afterward associated with Henry Villard and C. P. Huntington in the same business, acting as auditor of the Oregon Steamboat Company, but retired from that position about three years prior to his death. He was afterward connected with the business interests of the Arlington Club and served as land agent for the Southern Pacific Railroad. He was also vice president for the

railroad here and was closely associated with the development of transportation as represented in both railway lines and navigation.

On the 3d of September, 1876, Mr. Andrews was united in marriage to Miss Elspeth Patterson, a daughter of William and Elspeth Patterson, early residents of Portland, who, coming by the water route to the Pacific coast, landed at San Francisco about 1852. They remained there for a brief period, after which they came with her daughter, Mrs. Andrews, directly to Portland. Unto the marriage of Mr. and Mrs. Andrews there were born four children: Alice C., at home; Louise, the wife of W. L. Patterson, of Portland, by whom she had two children, William and Helen, the former passing away at the age of three years; Elizabeth, who became the wife of Ben Holladay and resides in the east with her son, Ben; and Henry Villard, a farmer of eastern Oregon.

The death of Mr. Andrews occurred on the 20th of January, 1909, and his remains were interred in Riverview cemetery. He was a member of the Ancient Order of United Workmen and of Willamette Lodge, A. F. & A. M., while his religious faith was indicated by his membership in the Episcopal church. Throughout the period of his residence in Portland his position was one of prominence, a man of forceful character who left the impress of his individuality in considerable measure upon the history of progress in transportation lines in this section. Those who knew him—and his friends were many—found him ever a reliable gentleman, of genial and kindly disposition and unfailing courtesy. Those who came in contact with him entertained for him kindly regard, which had its root in his own admirable characteristics.

CHESTER GRIFFIN MURPHY.

Chester Griffin Murphy, a Harvard man, who since the 1st of January, 1903, has been engaged in the practice of law in Portland, in which connection he has won a reputation that many an older practitioner might well envy, was born in Salem, Marion county, Oregon, on the 3d of February, 1876. His parents were John Joseph and Elizabeth (Lister) Murphy, well known pioneer people of Salem. His father, Judge J. J. Murphy, a member of the bar, was for sixteen years before his death clerk of the supreme court. He passed away June 17, 1907, and the mother is now living with her son, Chester Griffin Murphy, in Portland.

In the public schools of Salem Mr. Murphy of this review began his education, which was continued as a student in the Willamette University, in which he was matriculated in 1893, completing there a three years' academic course. From 1896 until 1901 he was a student in the Leland Stanford University of California, where he won the A. B. degree in 1900, on the completion of the classical course. He also began his law studies there, was a law student at Harvard in 1901-02 and in 1903 received the LL.B. degree. He was active in athletics in his college days, serving as captain on the Stanford football team in 1899 and through the four years of his college course was a member of the Stanford baseball, football and track teams.

Admitted to the bar in 1902, Mr. Murphy entered upon the active practice of law on the 1st of January, 1903, in connection with Judge William D. Fenton, of Portland, and since October, 1906, has been alone in practice. Already he has made substantial progress and now has a large and distinctively representative clientage, being connected with much of the important litigation tried in the courts. Moreover, he is interested in considerable realty in Portland and in Salem, and is the owner of a stock farm of one hundred and eighty acres at Woodburn and a hop yard of one hundred acres in West Salem, displaying in the management of these interests keen discernment and excellent business ability. He has made extensive improvements during the past few years in his

holdings in Salem and is now building, for leasing purposes, a modern theater building there, which will be known as the Salem Theater, and with two associates, is building in Portland the Trinity Place apartments on Trinity Place, which when completed will be the finest and most pretentious apartments yet erected on the Pacific Coast.

In his political views Mr. Murphy has always been a republican, but has never taken an active part in politics, and the only public office that he has ever held was that of referee in bankruptcy in the United States district court for the district of Oregon since becoming a resident of Multnomah county, and still holds this office. He belongs to the Zeta Psi, a college fraternity, and is well known in the leading social clubs, being vice president of the University Club of Portland, a director of the Multnomah Amateur Athletic Club, a director of the Waverly Golf Club, and president of the Rock Island Club—associations which indicate much of the nature of his interests and recreation. He is also a member of the Congregational church, and is a typical young man of the western world, alert, energetic and determined, eagerly seeking the opportunities for advancement. Each forward step has brought him a broader outlook and wider vision, and his advancement has been won at the cost of earnest, diligent effort that is manifest in the preparation of his cases and in their presentation before the courts.

THOMAS H. BECHILL.

Thomas H. Bechill is engaged in the general contracting business in Portland, making a specialty of street grading, sewer and bridge work. He is numbered among those business men whose advancement has had its root in industry, perseverance and unfaltering determination. He received no financial assistance when he started out in life on his own account, but has gradually worked his way upward as he has proved his worth and capability.

He was born in London, Canada, June 30, 1865, and his parents, John and Elizabeth (James) Bechill, were also natives of that country. He is indebted to the public-school system of Canada for the educational privileges which he enjoyed. He remained under the parental roof until fifteen years of age, when he started out in life on his own account, being employed for some years in the lumber business in the states of Michigan, Wisconsin and Minnesota. Later he turned his attention to railroading and became familiar with the work in various branches of the operative department. He was first employed as engine wiper in the roundhouse of the Flint Pere Marquette Railway Company, but his close application and diligence soon won him promotion, and he was made successively fireman and engineer. He followed railroading until he came to Oregon the first time, in 1889. In fact, he was for a short period connected with railroad interests in this state but soon went to Fargo, North Dakota. He returned to Oregon, however, in 1891 and has since lived in Portland with the exception of a brief period of four years spent in Washington. About 1901 he began contracting in street grading, sewer and bridge work, and has continued in this line through the intervening period of nine years. Gradually he has advanced until his business has reached extensive and profitable proportions.

Mr. Bechill was married October 31, 1892, to Miss Minnie Gwynne, a daughter of Harold and Sarah (Coffman) Gwynne. Mrs. Bechill is a native of Oregon, her grandparents having come across the plains with ox teams in 1847. This was prior to the period when gold was discovered in California, and it was not a mad rush for wealth that brought the emigrants of the early days to the Pacific coast, but the hope of establishing homes and finding opportunity for business progress in legitimate lines of trade and activity. Five children have been born unto Mr. and Mrs. Bechill: George, Frederick, Andrew J., Sarah Isabel and William A.

Mr. Bechill belongs to the Elks and Odd Fellows lodges and is also a Royal Arch Mason. He finds pleasant associations with his brethren of those fraternities and they recognize in him qualities that are in consistent harmony with the teachings and purposes of those orders. His political indorsement is given to the republican party. His chief recreations are hunting and fishing, and he is a patron of all out of door sports. Besides his city property, he has a ranch in Clackamas county.

CHARLES HILTON.

A vessel which steamed into the harbor of San Francisco in the fall of 1858 carried among its passengers Charles Hilton, then a young man of twenty years, full of hope, determination and energy. The Pacific coast was to be the scene of his labors from thenceforth and much of the period has been passed in Oregon, where his efforts have constituted an effective force in the substantial development of the state.

He was born at Cornville, Somerset county, Maine, on the 1st of February, 1838, a son of Joseph and Comfort Hilton, the former a farmer by occupation. His education was acquired in the public schools of his native town and the spirit of adventure and a laudable ambition to attain success brought him to California in 1858. He made the journey westward by way of the isthmus route and settled in Placer county. He was quite successful during the period of his residence in California, which continued until May, 1864, when he went to Silver City, Idaho. There he met with reverses, losing all that he had formerly gained. He, therefore, sought a position in the internal revenue service, acting as deputy assessor in Idaho from 1866 until he came to Portland in January, 1870.

It was his purpose to go to California, but on reaching this city he was induced by friends to remain in Oregon and became a factor in furnishing supplies for the Northern Pacific Railroad Company during its construction from Kalama to Tenino. He left Portland in October, 1873, and established his home in Wasco county in eastern Oregon, where he turned his attention to stock-raising, in which business he has continued to the present time. He was one of the pioneer sheep-raisers of the state, devoting his attention largely to that undertaking on a ranch eighteen miles from Fossil, the county seat of what is now Wheeler county. When he went there The Dalles was his nearest market and to obtain supplies there he had to travel a distance of eighty miles. As the years have passed he has extended his efforts as a stock-raiser and has conducted a large and profitable business, having now a well equipped ranch of eight thousand acres on which are from ten thousand to twelve thousand sheep and other stock. For the past ten years, however, he has made his home in Portland but also maintains a residence in Wheeler county.

On the 11th of May, 1880, Mr. Hilton was united in marriage to Miss Mary Elizabeth Hale, who was born in Anson, Somerset county, Maine, and unto them has been born a daughter, Florence Des Chutes Hilton.

Mr. Hilton is a stalwart republican in his political views and has exerted considerable influence in the ranks of the party, to which he is ever most loyal. In 1888 he was elected joint senator from Wasco and Gilliam counties, serving during the sessions of 1889 and 1891. In 1896 he was elected a delegate at large from Oregon to the national republican convention held in St. Louis in June of that year. Governor Lord appointed him a member of the board of regents for the University of Oregon and Governor Bowerman appointed him a delegate to the national irrigation congress held at Pueblo, Colorado, September 26-30, 1910. These appointments give indication of his prominence as a citizen and his recognized public spirit and ability. While at the republican national convention in St. Louis he was made a member of the notification committee and went to Can-



CHARLES HILTON

ton, Ohio, to notify Major McKinley of his selection as the presidential candidate of the party.

Mr. Hilton belongs to the Masonic fraternity, which he joined in 1866, becoming a member of Owyhee Lodge, No. 5, A. F. & A. M., at Silver City, Idaho. In 1882 he was made a Knight Templar in Oregon Commandery, No. 1, of Portland, and in 1888 crossed the sands of the desert with the Nobles of the Mystic Shrine in Al Kader Temple of this city. In 1902 he attained the thirty-second degree of the Scottish Rite in the Portland Consistory. In 1869 he was elected deputy grand master of Masons for the jurisdiction of Idaho and his close conformity to the teachings and principles of the fraternity has made him one of its exemplary representatives. He is a believer in the Christian religion and his influence is always on the side of right and progress. About ten years ago he became a life member of the Oregon Historical Society and is interested in the preservation of the accounts of early days in this state when history was in its formative period. Throughout the years of his residence in Oregon he has taken active and helpful part in the work of general progress and improvement and the worth of his service has been widely recognized by his fellow citizens and also by government appointment. He is an advocate of all of those steps of progressive development which are reclaiming the arid lands and converting Oregon into one of the most productive and populous states of the Union.

CHARLES HERBERT CHICK.

Charles Herbert Chick, who three years ago took up his permanent abode in Portland, where he is now engaged in business as a dealer in timber lands, was born in Cornish, Maine, November 9, 1851, a son of Samuel C. and Jane (Hardin) Chick. The district schools of the Pine Tree state afforded him his early educational advantages, but he attended school only until eleven years of age and then started out in life on his own account, so that he is a self-educated as well as a self-made man.

He has always been connected with one phase or another of the lumber business. While in his teens he became a log driver on the Saco river in Maine and worked for different companies for a period of six years in logging and other work of that kind ere leaving New England. He was a young man of seventeen years when he removed westward to Michigan, where he remained until three years ago, when he took up his permanent abode in Portland. While in Michigan he was also connected with lumber and timber interests and his operations brought him success so that he worked his way steadily upward, becoming a prominent factor in financial as well as industrial circles. For some time he was one of the directors and the vice president of the Fifth National Bank of Grand Rapids, Michigan. Arriving in Portland in 1907, he has since made this city his home. Realizing that no more advantageous field could be secured than Oregon, which has the largest forest areas of the country, he came to the northwest and has since been engaged in dealing in timber lands. He is thoroughly conversant with the lumber business in every phase from the work in the lumber camps and driving the logs until the finished product is placed upon the market and finds a sale.

On the 1st of May, 1873, in Baldwin, Michigan, Mr. Chick was married to Miss Dora E. Taylor, a daughter of James B. and Emeline (Priest) Taylor, and unto them have been born three children: Dr. Claud C. Chick, of Ione, Oregon; Vinton L., who is engaged in clerking in Portland; and Glen, also of this city.

Mr. Chick votes with the republican party, but is not interested in politics to the extent of seeking office or giving much time to party work. He is prominent in Masonry, having attained the thirty-second degree of the Scottish Rite, and in his life he exemplifies the beneficent spirit of the craft. Running away

from home when but fourteen years of age, promoted by a spirit of adventure, Mr. Chick has since been dependent upon his own resources, and his labors have brought him to the present enviable and creditable position which he now occupies as a successful business man, who is so thoroughly acquainted with his chosen line of labor that he never makes mistakes in handling his business interests or fails to win the financial return which is his due. He has devoted a very large part of his life to "timber cruising," having covered practically every part of the North American continent in his inspection of timber tracts. He has camped near and canoed practically every stream of importance in the country, and it is doubtful if there is a man on the continent who has had more varied experiences than he. His business methods have at all times been reliable, and although in his youthful days he bore the hardships and privations incident to life in the lumber camps, he is today one of the prosperous citizens of Portland.

AMOS COOK.

It was springtime in the year 1840 when there arrived in Oregon City a young man who for a year had been traveling westward from Peoria, Illinois, following the old but oftentimes obscure trail that led to the northwest. Making his way to the home of Dr. McLoughlin, then as for many years thereafter the most prominent resident of Oregon City as well as this section of the state, he introduced himself as Amos Cook and stated that he desired to find some open land upon which to raise crops and thus make a living, for his funds were almost exhausted and he must at once undertake a task that would soon bring returns. For fifty-five years thereafter this man remained a resident of Portland and vicinity and today his name is enrolled on the list of Portland's honored dead, among the valued and worthy pioneer settlers of Oregon.

He was born in Maine, about thirty miles from Augusta, on the Kennebec river, January 8, 1817. His parents, Thomas and Lucy (Pease) Cook, were of English lineage. They were farming people and Amos Cook remained upon the homestead farm throughout the period of his minority, early becoming familiar with the duties and labors that fall to the lot of the agriculturist, so that he brought with him to the west thorough experience and training to serve as the foundation for his later success. He left home when about twenty-one years of age and never saw his parents again. Traveling in a southwesterly direction from New England, he at length arrived at Peoria, Illinois, where he worked at any employment that he could secure. He spent one winter there and then, with a number of young men, concluded to come to the Pacific coast. While in Peoria he became acquainted with Francis Fletcher, and the two young men started westward together, utilizing the best methods they could secure for travel and making their way as fast as possible. But the road was difficult and arduous and oftentimes fraught with danger, and the trail was frequently obscured, so that they could proceed but slowly toward their destination. They spent the winter on Green river, living on buffalo meat, and in the spring of 1840 they traveled on to Oregon City.

As stated, Mr. Cook acquainted Dr. McLoughlin of his desire to find open land, and the Doctor, true to the kindly generous nature which characterized him, after learning of the condition of the young men, agreed to let them have grain and other necessary supplies with which to make a start. They then went up the Yamhill and settled on the south shore of the Yamhill river. The two young men remained together until about 1841, when Mr. Fletcher married and then each made a home for himself. Mr. Fletcher obtained a claim on a section of land on account of being married, while Mr. Cook secured a half section. They held their land together for some time when Mr. Cook, desiring to have

a certain portion of the land because of its resemblance to his old home in Maine, paid Mr. Fletcher fifteen hundred dollars for his choice of the tract. From the beginning the young men progressed and also prospered in their work and succeeded in transforming their land into highly cultivated fields. Mr. Cook also conducted a general store in partnership with G. O. Burnett at Lafayette, which was then the county seat of Yamhill county. But after a time he sold his interest, for he was in danger of losing his land unless he lived upon it all the time. He accordingly built on his place one of the best homes in the state at that time, much of the lumber being shipped around the Horn, and this substantial structure is still standing. He took up his abode there, making it his home throughout the remainder of his days.

It was on the 16th of August, 1853, that Mr. Cook was united in marriage to Miss Mary F. Scott, a daughter of John T. Scott, of whom mention is made elsewhere in this volume. They became the parents of six children: Edith, who died when three years of age; Lillian, now Mrs. W. P. Olds of Portland, who is represented on another page of this volume; Agnes, the wife of Judge W. L. Bradshaw, of The Dalles; Maud, the wife of Frank P. Young, of Portland; Louis, who died at the age of two years; and Pearl, at home.

Notwithstanding the division of their farming interests, Mr. Cook and Mr. Fletcher continued to be firm friends throughout their entire life and were splendid types of the pioneer settlers who, coming to the west at an early day, took advantage of the natural resources here afforded to promote their own interests, but also advanced the welfare of the district in which they lived. Both were signers of the articles of provincial government in 1843. The death of Mr. Cook occurred February 3, 1895, his remains being interred in the family lot in Forest Grove cemetery. He had for fifty-five years been a resident of this state and had witnessed the remarkable changes which transformed it from a wild western frontier district into one of the populous states of the Union, with extensive agricultural, industrial and commercial interests.

Mrs. Cook, who still survives her husband, was born in Tazewell county, Illinois, near Peoria, May 19, 1833, and came to Oregon with her parents in 1852, the journey westward being made with ox teams. She was nineteen years of age and during much of the trip engaged in driving one of the teams of oxen. She now belongs to the Oregon Pioneer Society, in the work of which she is deeply and actively interested.

JOHN D. TRESHAM.

During a residence of twenty years, in which time with the exception of the first year he has continuously engaged in contracting, John D. Tresham has become well known as a representative of industrial activity here. The spirit of enterprise and progress characteristic of the middle west are his. He is a native of Warren county, Iowa, his birth having occurred not far from the city of Des Moines. He lived at home with his parents, James and Mary Jane (Wright) Tresham, until eighteen years of age, and his youth was largely devoted to the acquiring of an education in the public schools.

After putting aside his text-books Mr. Tresham began to learn the builder's trade in his native county and at the age of eighteen years went to Des Moines, where he spent four years working at his trade as apprentice and journeyman. He next removed to Kansas City, Missouri, where he resided about a year, and in 1890 he came to Portland, where he has now made his home through two decades. He has resided in this city for about a year, after which he began contracting and he has taken and executed contracts on the custom-house, the Wells Fargo building, the Corbett building, the Commercial Club, the Young Men's Christian Association building, the Oregon Hotel Annex, the Meyer &

Frank building, and Fort Columbia and the Barracks at Vancouver. He also completed the plastering contract on the Old National Bank at Spokane, Washington. This is one of the largest buildings on the Pacific coast. Mr. Tresham with one hundred men executed his contract on record. He takes all kinds of building contracts.

In 1897 Mr. Tresham was united in marriage to Miss Ellenore Warnock, a daughter of Alexander B. and Catherine Warnock. Mrs. Tresham was born in Canada, while her ancestors came from England and Scotland, settling in the British domain in America at an early day.

Mr. Tresham belongs to the Knights of Pythias fraternity and votes with the republican party. He has little time for outside interests, however, his business claiming his undivided attention. He is thoroughly trustworthy, executing contracts promptly and living up to the letter as well as the spirit of an agreement.

JOHN MANNING.

John Manning, a member of the Portland bar since 1897, in which connection he has done notable work that marks him as one of the strongest and most resourceful lawyers of the city, was born in Boscobell, Grant county, Wisconsin, in 1866, and in his early youth accompanied his parents, Thomas and Bridget Manning, to Orleans, Nebraska, where his youthful days were passed. As the educational opportunities of that district were somewhat meager, he was sent to Lincoln, Nebraska, to pursue his studies, and at the close of his school days he began preparation for the bar, for he had determined to make the practice of law his life work. He read under private instruction until 1887, when he was admitted to practice in the courts of Nebraska and, returning to Orleans, there opened an office. For about three years he continued in active practice at that place, after which he followed his profession in Woodburn, Oregon, for four years, or until 1897, when he joined the ranks of the legal profession in Portland.

There were already many lawyers here of well established reputation whose ability enabled them to command an extensive clientele. Mr. Manning arrived comparatively unknown, a young man of thirty years, who must prove his worth and ability in contests with lawyers of much greater age and broader experience. He prepared his cases with provident care, closely investigated all of the principles bearing upon the cases and entered the courtroom well qualified for attack as well as for defense. His ability soon won recognition, and in 1900 he was appointed chief deputy district attorney of Multnomah county under George E. Chamberlain. After filling the office for two years, he was appointed district attorney in 1902, and in 1904 was elected to that position on the democratic ticket by a majority of nearly four thousand votes, which is the largest majority ever given any democratic candidate in Multnomah, the strongest republican county in Oregon. His devotion to the interests of the public and his capable and faithful performance of duty have become matters of history. He stood for law and order and neither fear nor favor could swerve him from a course which he believed to be right. To him is due the success of closing the saloons of Multnomah county on Sunday. Upon the failure of the Title Guarantee & Trust Company he made the officials pay their depositors one hundred cents on the dollar, and in the prosecution of its president he attained the distinction of being the only district attorney of Oregon that had successfully prosecuted and convicted a president of a bank. He sacrificed his own political preferment to a sense of right, for it was through the efforts of the saloon element and the Title Guarantee & Trust Company that he was defeated for reelection on the close of his first term. This did not matter much to Mr. Manning, for he had established himself in public regard and had made a reputation as a careful,

painstaking and able lawyer that has secured for him an extensive clientage in the private courts of law.

Mr. Manning was united in marriage in 1894 to Miss Mary Frances Coffey, a daughter of B. Coffey, one of Oregon's pioneer residents. Their children, Louise and Helen, are now students in St. Mary's Academy. Mr. Manning belongs to the Knights of Columbus and the Elks; is a life member of the Multnomah Athletic Club, and a member of the Commercial Club, and loyalty in municipal affairs is one of his strong characteristics, evidenced in his unequivocal support of every measure and movement which he deems for the general good. While an uncompromising foe, he always meets his opponents in the open and his methods are strictly judicial, for he is ever careful to conform his practice to the highest professional ethics.

WILLIAM T. JOPLIN.

William T. Joplin, a resident of Portland for more than a quarter of a century, his name widely known in connection with general contracting, was born in Kansas in 1872, a son of Ferdinand and Annie E. (Bridgeford) Joplin. A year after his birth the parents removed with their family to Missouri, settling in Pettis county, where they lived for ten years, and on the expiration of that period came to Oregon. A year was spent in Astoria, after which a removal was made to Portland.

At the usual age, William T. Joplin entered the public schools of Missouri and further continued his studies in the two Oregon cities in which he has resided, gaining knowledge of those branches of learning which are regarded as an indispensable foundation to business success. After leaving school he learned the upholsterer's trade, which he followed for four years, and then in 1893 joined with his father, Ferdinand Joplin, in the contracting business. The following year he withdrew from that connection, and for four years thereafter engaged in business on his own account. In 1898 he became associated with his father and with Anton Geibisch, conducting a contracting business under the firm style of Geibisch & Joplin. William T. Joplin then took charge of the work being conducted by the firm at Port Townsend, on Fort Warner and Fort Flagler. A year later he returned to Portland and took charge of the business here, continuing as active manager at this point until November, 1902, when he withdrew from the firm and formed a partnership with Charles Meeks in the general contracting business under the firm name of Joplin & Meeks. The firm has been accorded extensive and important contracts, having done all the street work and grading in the Rossmere, Bellcrest, Hyde Park No. 1, Hyde Park No. 2, Argyle Park, Wellesley and Westmoreland subdivisions.

Mr. Joplin has also been connected with many contracts on city street work. He is conversant not only with all the practical phases of the business but also with the scientific principles underlying it and long experience has made him well qualified to solve the intricate engineering problems that continually arise. He is interested in the Riverside Orchard Company of Portland with holdings at McMinnville, Oregon, and also in the Nevada Round Mountain Company, operating mines in Nevada.

On the 10th of October, 1900, Mr. Joplin was united in marriage to Miss Hilma S. Carlson of Port Townsend, Washington, and they have an interesting little son Ralph. In politics Mr. Joplin is a republican, with unflinching belief in the principles of the party. He belongs to the Chamber of Commerce, and is a cooperant factor in those projects which tend to advance the business conditions and adornment of the city. In his own active business career he has never regarded any position as final, for on attaining the point for which he was striv-

ing he has set out to gain still other points in advance and thus gradually has worked his way upward, his efficiency and business fidelity constituting the source of his progress. His chief sources of recreation are motoring, shooting and fishing.

H. W. SMITH.

H. W. Smith, who for many years was identified with farming interests and for three years past has been engaged in the ferry business at St. Johns, was born there in 1865, a son of Philip T. Smith, a review of whom appears elsewhere in this work. His mother, who bore the maiden name of Mary Wendell, is now living in Portland, and has been a resident of Oregon for forty-eight years. She was born in Missouri and crossed the plains with her parents when only five years old. She has therefore seen almost the entire development of this region.

H. W. Smith was educated in the public schools of his native town and then turned his attention to farming, in which he continued until he was forty-two years of age. On July 12, 1907, he became associated with P. J. and T. J. Peterson in the ferry business at St. Johns, and under his energetic and capable management, the ferry is proving a marked success. The boat is named James John, the name having been chosen in honor of the founder of St. Johns. It runs from St. Johns to Whitwood Cut on the opposite side of the river and carries passengers, teams and freight. It requires forty minutes to cross the river, and the boat averages twenty-one round trips each day. An important feature of the traffic is the large amount of stone which is brought from the opposite shore and is used upon improvements which are constantly in progress in the city. The traffic in stone amounts to fifty wagon loads a day and the ferry under the management of Mr. Smith has proven an important factor not only for the convenience of passengers, but in the upbuilding of the city.

In 1890, at St. Johns, Mr. Smith was united in marriage to Miss Rosetta Severance, who is a native of Missouri, and came to this city with her parents in 1887. Six children have been born of this union: Philip T., Harry, John, Harold, Mary and Clarence. Mr. Smith is an energetic and hard-working man and has never neglected the duties which he owes to his family, the community where he lives, or the state. In social affiliations he is identified with the Modern Woodmen of America and the United Workmen of America, and his life in an important degree has been in accord with the helpful principles of these fraternal orders. He is in sympathy with the platform of the republican party and believes that in many matters the general government is better able to handle affairs than the state. In local elections he votes for the candidate that in his opinion will best subserve the interests of the community. He is devoting his entire energies to the work in which he is now engaged and feels that it will assist very materially in the development of the region where he was born and in whose welfare he is deeply concerned.

WILLIAM RUSSELL MACKENZIE.

Advancement in recognition of usefulness and ability in his chosen field of labor has brought William Russell Mackenzie to a position of prominence in Portland, where since 1892 he has conducted independent interests as a certified public accountant, in which connection he has been accorded a large clientage. He is also treasurer of the Vancouver Transportation Company and of the Lewis River Transportation Company. He was born May 24, 1853, in Woodstock, Ontario, Canada, and is the son of Hugh and Jessie (Russell) Mackenzie, of



H. Mackenzie

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Elgin, Scotland, which town was the home of his maternal grandparents, while his grandparents on the paternal line were from Sutherlandshire, Scotland. Coming to America, Hugh Mackenzie established his home in Woodstock, Ontario, where he engaged in merchandising.

Spending his youthful days in his native town, William Russell Mackenzie pursued his education in the public and grammar schools until he completed the full course by graduation with the class of 1870. His start in the business world was made as messenger boy with the Great Western Railway Company of Canada, obtaining the position on the 1st of December, 1870. He won promotion through industry and fidelity, serving successfully as junior clerk, ticket clerk and freight clerk ere he was appointed local cashier at St. Thomas, Ontario, for that road, thus serving until November 1, 1875, when he went with the Canada Southern Railway Company. He was a young man twenty-two years of age when he entered the service of that corporation and again his trustworthiness and business activity won recognition for he was afterward made audit clerk, later treasurer's assistant and subsequently car accountant. His next promotion brought him to the position of private secretary to the treasurer, and he thus served until December 31, 1879. On the 1st of May, 1880, he entered the services of the Kansas Pacific Railway Company as traveling auditor, and he also held a similar position with the Union Pacific Railway Company. Each change in his business career has marked an upward step, bringing him a broader outlook and larger opportunities. He was made stationary agent for the Union Pacific Railway Company and was appointed traveling auditor for the Oregon Railway & Navigation Company, so continuing until the 1st of August, 1892. Since that day he has engaged in business for himself as a certified public accountant and has been accorded an extensive clientage, so that his business has long since reached profitable proportions. Extending his efforts into other fields, he has become treasurer of the Vancouver Transportation Company and of the Lewis River Navigation Company, and his long connection with the railroad service makes his opinions in the treasurership of these two concerns of much importance as they are based upon broad and practical experience and observation.

While along business lines Mr. Mackenzie has made consecutive progress, he has not confined his efforts to interests from which he alone has reaped the benefit. In fact, he has cooperated in many movements wherein the public has been a large direct beneficiary. He is now treasurer of the Portland Seamen's Friend Society, a trustee of the Young Women's Christian Association, a member and trustee of the First Presbyterian church, a member of St. Andrews Society and of the British Benevolent Society. He is also connected with the Mazamas, the Royal Arcanum, the Order of Scottish Clans and has taken the various degrees of Masonry, holding membership in Willamette Lodge, No. 2, A. F. & A. M.; Portland Chapter, No. 3, R. A. M.; Washington Council, No. 3, R. & S. M.; Oregon Commandery, No. 1, K. T.; Oregon Consistory, No. 1, A. A. S. R.; and Al Kader Temple, A. A. O. N. M. S., and has not only attained high rank in Masonry but has also been granted many honors, including that of being chosen representative of the Supreme Grand Royal Arch Chapter of Scotland to the Grand Royal Arch Chapter of Oregon. He has also been president of the Masonic Board of Relief of Portland. He is likewise a member of the American Association of Public Accountants, and the regard in which he is held by business men in his particular line in this state is indicated by the fact that he has been elected to the presidency of the Oregon State Society of Public Accountants, in which position he is now serving. He belongs to the Rock Island Club, the Commercial Club, the Arlington Club and the Multnomah Amateur Athletic Club. He was auditor of the Lewis & Clark Centennial Exposition from 1904 until 1907, and is now bursar of the Portland Academy and clerk of the Riverview Cemetery Association.

Mr. Mackenzie was first married December 13, 1876, to Anna Young MacLean, the eldest daughter of John MacLean, a barrister of St. Thomas, Ontario.

She died November 14, 1878, at the age of twenty-two years. There was one child by that marriage, Bruce Gilchrist, who died September 2, 1878, at the age of eleven months. On the 1st of June, 1881, Mr. Mackenzie wedded Josepha Bowman Gun, the only daughter of the late Dr. James Gun, of Durham, Ontario. She died September 7, 1900, at the age of thirty-eight years. There were seven children of that marriage, of whom five are deceased. Russell, who died in 1893; Harry in 1893; Jessie and James both in 1894; and Kenneth in 1905. Those living are Charles Arthur Cochrane, an accountant of New York city; and Grace Seaforth, who is traveling in Europe. On the 12th of May, 1903, Mr. Mackenzie was married in Victoria, British Columbia, to Mrs. Jean Strong (French) MacLean, the widow of his brother-in-law, the late James A. MacLean, and a daughter of the later Edwin C. French, of Fond Du Lac, Wisconsin.

Mr. and Mrs. Mackenzie are well known socially and Mr. Mackenzie's executive ability, spirit of enterprise and fitness for leadership have gained for him prominence not only in business but also in the private and semi-public organizations with which he is connected. The terms, progress and patriotism, may be considered the keynote of his character, for throughout his career he has labored for the improvement of every line of business or public interest with which he has been associated, and at all times has been actuated by a fidelity to his country and her welfare.

THE BOZORTH FAMILY.

At a time when American colonies were seeking their independence, John Bozorth came from northern France with his youngest brother, Jonathan Bozorth, Sr., under the command of Baron De Kalb to assist the Americans. The brothers served under De Kalb throughout the war and after being mustered out made their way down the Ohio river with the others of their company to the mouth of Bear Grass creek to the present site of the city of Louisville, Kentucky. In a few years members of the company were scattered all over the Blue Grass state and John Bozorth was numbered among the victims whose tragic ending brought to Kentucky the name of the dark and bloody ground, for he was killed by the Indians in Breckenridge county.

His eldest son, Jonathan Bozorth, who was born in 1761, lived in Kentucky from the time of the removal of the family to that state until his death, which occurred in 1836. He had seven children, of whom his eldest son, Squire Bozorth, was born January 11, 1792. He was reared upon the frontier of Kentucky and on the 11th of July, 1816, was married to Miss Milly Hoard Willis, a daughter of Colonel Willis, an American officer in the Revolutionary war. Squire Bozorth served in the war of 1812 under Captain Miller, and in 1818 removed to Missouri. In 1837 he became a resident of Illinois and two years later went to Iowa, where he remained from 1839 until 1845, when he sought a home in the territory of Oregon. He first located in Washington county, subsequently lived in Vancouver, and eventually went to the Lewis river country, where in 1851 he settled on the homestead that now constitutes the site of the town of Woodland. The house which he erected that year still stands, and the family reunions are held each year near the old home place. His family numbered eleven children, of whom only two now survive: Christopher Columbus of Woodland, Washington; and Mrs. Emma Caroline Thing, of Portland.

His eldest son, Owen Willis Bozorth, was born in Marion county, Missouri, August 16, 1820, and came to Oregon in 1845, settling on Lewis or Cathlapootle river, a short distance north of the Columbia, where he died on the 15th of February, 1875.

He was married February 5, 1853, to Judith Ann Williams, who died November 29, 1871, and unto them were born five children: John Owen, living

in Bay City, Oregon; America Jane and Nancy Ann, both deceased; Scott; and Milton B., of Portland. The family has become very numerous in Kentucky and Missouri and there are now nearly four hundred descendants of Jonathan Bozorth on the Pacific coast.

SAMUEL BRUCE HUSTON.

One of the strong trial lawyers at the Portland bar, able in argument, logical in his deductions and correct in his application of legal principles, Samuel Bruce Huston has been engaged in the practice of law in this state for more than a quarter of a century. He was born at New Philadelphia, Indiana, March 16, 1858, upon the home farm of his father, Oliver Wolcott Huston. The latter was born June 26, 1836, in the vicinity of New Philadelphia, and traced his ancestry back to Abnor Huston who emigrated to Jamestown, Virginia, in September, 1616, and was a partner of John Rolfe, who married Pocahontas. Among his descendants was James Huston, who was born at Wilmington, Delaware, January 29, 1721, and was baptized at the Old Swedes church on the 12th of February following. In that church appears the record of his baptism and of his marriage, the latter event occurring December 3, 1754. He served with Captain Thomas Laird's company of Cumberland county, Pennsylvania, during the Revolutionary war, and his son, Alexander Huston, was born in Mifflin county, Pennsylvania, in 1778, removing to Kentucky about 1791 and afterward becoming a resident of Indiana, where he served as a member of the constitutional convention that framed the organic law of that state. His son, Samuel M. Huston, the grandfather of Samuel Bruce Huston, was born in Nelson county, Kentucky, in October, 1803, and for several terms was a member of the Indiana legislature. Oliver Wolcott Huston, the father, enlisted for active service in the Civil war as a member of Company G, Eighteenth Indiana Volunteer Infantry, and laid down his life on the altar of his country during that struggle. In times of peace he had followed the occupation of farming. He married Lucretia Pearson Naugle, a daughter of Jacob Naugle, who was a Pennsylvania Dutchman, the family being among the earliest to engage in the iron business in the Keystone state.

Samuel Bruce Huston pursued his education in the public schools, and in a private school at Grand Glade, Illinois, afterward attending the university at Valparaiso, Indiana. His experiences varied little from those of the ordinary farm boy who has to work from Monday morning until Saturday night. He lost his father at an early age and in 1866 the mother married again, the family removing to Crawford county, Illinois, where Samuel B. Huston spent much of his youth. It was a period of earnest and unremitting toil. He was, however, a great reader and was so anxious to improve his mind that he would read by moonlight. His stepfather claimed that if there was a light burning in the house anywhere it interfered with his sleeping, and so he would not allow a light after he went to bed.

In preparation for the bar, Samuel B. Huston attended a law school at Chicago for a time and afterward studied in the law office of George M. Parker at Robinson, Illinois, and later in the office of Heffron & Zaring at Salem, Indiana, where he was admitted to the bar in December, 1879. He practiced law for a brief time in Indiana and Illinois, after which he went to New Mexico, where he was employed by the Santa Fe Railroad Company until the spring of 1883, when he came to Oregon, landing at Portland from the old steamer "Oregon" on the 7th of May of that year. He afterward worked on a farm and in a flouring mill at Forest Grove until January, 1884, when he opened a law office at Hillsboro, Oregon. There he remained until September, 1906, when he removed to Portland. While in Hillsboro he had taken an active part in public affairs aside from

his law practice, serving as school director for twelve years and many times as a member of the city council and as mayor. In 1892 he was chosen to represent Washington county in the state senate and remained a member of the upper house of the Oregon assembly until 1896.

His practice during that period was of a general character, and he tried a number of important cases. He was connected with thirteen cases where the defendant was indicted for murder in the first degree; in twelve of these he was attorney for the defense and in one assistant district attorney in the prosecution, in which case the defendant was hanged. In the twelve other cases none of the defendants were hanged and most of them were acquitted. One of the most celebrated cases in which Mr. Huston was ever concerned was that of the state of Oregon versus X. N. Steeves, in which the defendant was acquitted on a final trial which lasted one month. He has likewise been one of the lawyers in a number of the land fraud cases, some of which lasted a month. He modestly refrains from expressing himself concerning his ability, but the records speak for themselves. The zeal with which he has devoted his energies to his profession and the careful regard evinced for the interests of his clients and assiduous and unrelaxing attention to all the details of his cases have brought him a large business and made him very successful in its conduct. His arguments have elicited warm commendation not only from his associates at the bar, but also from the bench. Moreover, he has prospered through his real-estate investments, winning substantial success in the buying of Portland property.

Mr. Huston was married at Forest Grove, Oregon, on the 28th of June, 1884, to Miss Ella Geiger, a daughter of Dr. William Geiger, of Forest Grove, who emigrated to Oregon in 1839. Mr. and Mrs. Huston have three children: Blanche, now the wife of H. H. Clifford, of Baker City, Oregon; Oliver, who is now attending Yale Law School; and Carl, who is employed in the mechanical department of the White Motor Car Company, at Portland.

Mr. Huston has been a member of the Commercial Club since 1896 and in politics was a democrat until he left the party because of its attitude concerning the silver question, since which time he has voted the republican ticket. He is not in sympathy, however, with the doctrine of extreme high protection, nor the centralization of power, believing that the most valuable possession of any people is local self-government. He has studied deeply into many vital and significant questions and his views are therefore the result of careful consideration. His position on any subject of importance is never an equivocal one, and yet he is never aggressive in forcing his opinions. Mr. Huston is a strong advocate of anything that tends to better the condition of labor as he has not forgotten that the best part of his life was spent in the hardest kind of work. The public duties that have devolved upon him he has discharged with marked ability and fairness, for he is a loyal and public-spirited citizen. According to the concensus of opinion on the part of his fellowmen he stands as a splendid representative of our best type of American manhood and chivalry.

HON. THEODORE T. GEER.

Hon Theodore T. Geer, whose name is written large on the pages of Oregon's history, inasmuch as he is the only native son who has ever served as governor of the state, and is the only candidate nominated without opposition, now makes his home in Portland, where his attention is given to the development of property interests. Quiet in manner and free from ostentation, there is in him, nevertheless, a compelling force that is the outcome of character and ability which commands attention and which has carried him into important public relations. Oregon has every reason to be proud to number him among her native sons.

He was born on a farm in the Waldo hills country in Marion county, and the greater part of his life, up to the time he came to Portland and with the exception of the period of his official service, was given to agricultural pursuits. His natal day was March 12, 1851, his parents being Heman J. and Cynthia Ann (Eoff) Geer. His father was born upon a farm in Madison county, Ohio, and was a son of Joseph Cary Geer, a native of Connecticut, who in 1818 became a resident of the Buckeye state. The Geer family had its origin in England, and the ancestry can be traced back in direct line to George Geer who, leaving England in 1630, established his home in Connecticut. The line of descent is traced down through his son, Jonathan Geer, Jonathan Geer, Jr., Aaron Geer, and Isaiah Geer to Joseph Cary, and throughout that entire period the family was represented in Connecticut, Joseph C. Geer being the first of the name to remove to the west. He was born in the Charter Oak state in 1795 and was a soldier of the war of 1812. In 1818 he became a resident of Ohio, and in 1840 he removed to Knox county, Illinois. In 1847, then a man of fifty-two years, he started with his family of ten children across the plains to the northwest, settling in Marion county, Oregon, where his remaining days were passed. He was one of the few veterans of the second war of England who died and was buried in this state.

Heman J. Geer was a young man of nineteen years when, in 1847, the long journey was made over the prairies of the middle west, the hot stretches of desert sand and across the trails of the Rocky mountains to the Pacific coast. Indians were far more numerous than the white settlers of that day and only here and there had the seeds of civilization been planted, showing that the white race was penetrating into the interior of the state to reap the benefits of its rich natural resources. In 1848 Heman J. Geer was married to Miss Cynthia Ann Eoff, a daughter of John Leonard Eoff. She was born in Illinois, but reared in Iowa, and also crossed the plains with her parents in 1847. Following his marriage Mr. Geer devoted his attention to the raising of fruit and was one of the pioneer horticulturists of the state. He removed from Marion to Union county, Oregon, in the early '70s, and continued there to make his home until his death, which occurred in 1903. His widow, surviving him for several years, passed away in Portland in 1909.

Theodore T. Geer was reared in the Waldo hills country of Marion county, and after mastering the early branches of learning in the country schools, attended the Willamette University at Salem, Oregon. He left school, however, at the age of fourteen, and for a year thereafter was employed by an uncle, Ralph C. Geer, in the Waldo hills country. About that time his father established a nursery in Union county, Oregon, and Theodore T. Geer removed to that county, where he took up the business of fruit raising. In 1877, however, he returned to his native district and began farming upon a half section of land. Diligent and persevering in business, his labors brought to him substantial success in that connection, but his fellow citizens, recognizing his worth and ability and his public-spirited devotion to the general good, called him to office, and since 1880 he has figured more or less prominently in public life. In that year he was elected to the state legislature, where he diligently sought the best interests of his constituents and the commonwealth, and at the close of the session returned to the farm. Again in 1889, however, he was chosen to the same office and was reelected in 1891 and in 1893, being made speaker of the house in 1891. With comprehensive knowledge of parliamentary law, his rulings were just and impartial, and his course as a presiding officer was warmly indorsed by fair-minded members of the opposition as well as those of his own party. In 1896 he was especially active in politics, was one of the presidential electors of that year and was chosen to carry the Oregon vote to Washington, being a member of the electoral college which officially elected William McKinley president of the United States in January, 1897. Mr. Geer took a very active and prominent part in that famous campaign, making addresses in support of McKinley and the republican platform all over the state, doing much to hold Oregon in the

ranks of those commonwealths which upheld the gold standard. Although he did not realize it, it seemed he was speaking for himself at the same time, for in 1898, when the republican state convention assembled at Astoria to choose a candidate for governor, he was nominated by acclamation. He has the distinction of being the only republican ever nominated by acclamation and without opposition in Oregon, and moreover, is the only native governor the state has had. His service as chief executive is a matter of history and the public records show various helpful measures successfully instituted. His service won him high encomiums and gained for him in larger measure the confidence and respect of his fellow citizens of Oregon.

While occupying the chair of chief executive, Mr. Geer was, in 1901, invited by the republican committee of Ohio to canvass that state in the interests of Governor Nash, and he made fifteen speeches in that campaign. After his retirement from office he was for two years editor of the Salem (Ore.) Daily Statesman, and then purchased the Daily Tribune of Pendleton, Oregon, which he published for two and a half years. On selling that paper in 1908 he removed to Portland, where he is now interested in real estate, having platted some of his property, which he sold in five-acre tracts.

Governor Geer has been married twice. On the 16th of June, 1870, he wedded Miss Nancy Duncan, who died very suddenly in Omaha, Nebraska, in 1898, while on a trip east. They had three children: Maud, who became the wife of Marion Bowles and died in 1907; Theodosia, who is the wife of E. C. Little of San Jose, California; and Fred, who is employed by the Wells Fargo Express Company, with headquarters in San Francisco, California. Mr. Geer's present wife is Isabelle Trullinger, a daughter of John C. Trullinger. She was born in Oregon, her father and grandfather being pioneers of this state. The latter, the Rev. Daniel Trullinger, was the minister who performed the marriage ceremony of Mr. Geer's parents.

Mr. Geer is a member of the Unitarian church and of the Oregon Pioneer Society. He also belongs to the Benevolent and Protective Order of Elks, is president of the Rose City Park Improvement League, and is one of the enthusiastic advocates of Portland and its future. He has firm belief in the city and its possibilities, and no one gives more loyal support to the projects instituted for its upbuilding and growth. His personal popularity is accounted for by the genial and kindly manner that arises from a genuine interest in his fellowmen and from his sterling worth of character, which is evident to all with whom he comes in contact. It has been said that true greatness lies in the adaptability of the individual to his conditions and his environment. With that quality Mr. Geer is richly endowed. On leaving office he quietly took his place once more in the ranks of Oregon's citizens, claiming nothing for himself because of the honors which had been conferred upon him, content to do his duty, yet never for a moment losing sight of the great privileges and obligations of the American citizen.

VICTOR TREVITT.

The history of the west has many dark pages caused by the hostility of the red men and the injustice of the white race. This broad land, with its splendid opportunities, was ample for both. Its natural resources would have met the demands of advancing civilization and at the same time have furnished hunting ground for the red race. But the desire for conquest caused treatment that produced everlasting enmity. There are many instances, however, in which it is shown that kindness and forbearance on the part of the white man was reciprocated by his wild brother of the forest, and no greater instances of fidelity adorns the pages of history than are found among the Indians in befriending those who have been good to them. In this connection the name of Victor Trevitt is well



VICTOR TREVITT

known and to him has been accorded the honor of burial in an Indian cemetery—a privilege given to perhaps no other white man.

A native of New Hampshire, he removed in early childhood to Ohio. His parents, Mr. and Mrs. David Trevitt, were neighbors and friends of Horace Greeley. The mother died during the childhood of her son Victor, and following his second marriage David Trevitt removed to Ohio, where the boy attended the public schools and afterward learned the printer's trade. He was practically reared by an uncle in Ohio, who became a surgeon of the Mexican war and took Victor, then a youth of but eighteen years, with him to the front. The latter was appointed a sergeant and on one occasion was ordered to arrest a soldier who, resisting arrest, ran his bayonet into Victor Trevitt's eye, destroying the sight. Interested in military life, he did not leave the service with the close of the Mexican war but came to Oregon with the Riffer Regiment about 1850.

Here his military life ended, and, settling in Oregon City, he there followed the printer's trade in connection with Ashel Bush, who now lives in Salem, Oregon. From Oregon City Mr. Trevitt afterward went to The Dalles, being one of the first white settlers there. Subsequently he opened Trevitt's addition to The Dalles and did much toward the development of the city at the head of navigation of the Columbia and in the center of one of the richest fruit producing regions of the country. His labors toward the upbuilding of this part of the state were effective and far-reaching, and proved an important element in the work of general progress.

Late in life Mr. Trevitt wedded Mrs. Mary Wortley (Hunt) Miller, the wedding being celebrated in Vancouver, Washington, September 22, 1882. Her parents were Benjamin Terry and Katherine Ann (Davies) Hunt, the latter a descendant of the family of Martha Washington, the great-grandmother of Mrs. Trevitt having been a cousin of Mrs. Washington. Mr. Hunt, the father of Mrs. Trevitt, was born in Fredericksburg, Culpeper county, Virginia, while his wife was born in Bedford county, that state. The Hunts were of old Virginia stock who were wealthy slaveowners, an uncle of Mrs. Trevitt owning five hundred slaves. Mrs. Trevitt was born at Lynchburg, Virginia. Impoverished through the exigencies of war, her parents determined to leave the old home in Virginia and make a new one for their family. Mr. Hunt decided to go to the state of Mississippi but went first to Iowa to visit relatives. There he heard such interesting and enticing accounts of Oregon and its rich resources that he turned his face to the west instead of the south and with ox teams crossed the plains. Early in May, 1853, they left Iowa and after a four months' journey reached Oregon. Settling in Salem, Mr. Hunt there made his home for eight years, after which he removed to The Dalles, where his death occurred in June, 1862. His widow afterward went to Boise City, Idaho, with her family, and it was there that Mary Wortley Hunt met and married Judge Richard Thomas Miller, a prominent lawyer who for some years sat upon the bench. He was born in St. Louis but was of an old Kentucky family and always called himself a Kentuckian. This marriage was celebrated on the 18th of May, 1869, and was blessed with two children: Francis Wenlock Miller, now deceased; and R. B. Miller, who is traffic manager for the Harriman lines and lives with his mother.

Judge Miller crossed the plains when a youth, being sent by an uncle to Salt Lake City with a train of provisions, the train consisting of six wagons with negro drivers. He was anxious to join the Masons but was not quite old enough, lacking only a few days, however. On reaching Jefferson City, Missouri, he decided to remain there and await the anniversary of his birth that would enable him to become a Mason before crossing the plains. He sent the train in advance and after being initiated into the order caught up with those who had preceded him on the westward journey. All of his life he remained an ardent follower of the craft and attained to a high degree in Masonry, exemplifying in his life its beneficent spirit. During his youthful days, while the family were residents of Illinois, they were neighbors of Abraham Lincoln and close friends.

Mr. Lincoln kept track of Mr. Miller, who later in life became a prominent democratic leader in the state of California, and when Lincoln was president he wrote to Judge Miller that if he would join the republican forces he would appoint him to the best position in the Golden state. Judge Miller, however, replied that he was afraid he would live and die a democrat.

Some time following the death of Judge Miller his widow gave her hand in marriage to Victor Trevitt, who died four months later, on the 23d of January, 1883. He was a member of the Masonic fraternity and was loyal to the teachings of the craft, which are based upon brotherly kindness and mutual helpfulness. The death of Mr. Trevitt occurred when he was on a trip to San Francisco. His remains were brought back and interred on Memalose island, which is situated between The Dalles and Hood river and is an Indian burying ground. Mr. Trevitt is the only white person interred there and an imposing monument has been erected to his memory. His burial seemed a fitting recognition of one of his strongly pronounced traits of character—his friendship for the Indians to whom he had ever stood in the position of a protector of their interests. His life was indeed broad in its sympathies, generous in its actions and honorable in its purposes, and his life work left its impress upon the history of the Sunset state.

ALVA H. AVERILL.

Alva H. Averill, president and treasurer of The A. H. Averill Machinery Company, has remained its chief executive since the incorporation of the business in 1902, and, bending his energies to administrative direction and executive control, has succeeded in building up one of the most extensive enterprises of this character in the northwest. Previous to the time of the incorporation of The A. H. Averill Machinery Company, he had been connected with Russell & Company in the same line of business, dating from his arrival in Portland in June, 1889, acting as its bookkeeper and cashier, while later he became manager. The enterprise is today largely a monument to his business ability, his keen foresight and unflinching determination.

A native of Michigan, Mr. Averill was born at Mendon, St. Joseph county, June 8, 1867, his parents being Henry S. and Martha (Hart) Averill. He was a young lad when his father, who was a carpenter and contractor, removed to Angola, Steuben county, Indiana, and in that town the boyhood days of Alva H. Averill were passed. He attended the local schools and the Tri-State College of Angola, Indiana, from which he was graduated. Turning his attention to the profession of school teaching, he was for two years connected with the country schools of northeastern Indiana, and for three years was a teacher in the Tri-State College at Angola, on the expiration of which period he determined to make his home in the northwest. Accordingly he came to Portland, Oregon, and has since been identified with the interests of this city.

Mr. Averill was married in 1891 to Miss Della A. Light, of Angola, Indiana, and they have one child, Harold L. A few years following the arrival of Alva H. Averill in Portland, his parents decided to join him in the Rose City and make it their future home. But shortly after reaching here the father was killed in a street car accident, meeting death in 1901. His widow, however, still survives and resides in Portland.

On coming to the northwest A. H. Averill entered into active connection with the business of which he is now the executive head. He served for some time as bookkeeper, then as cashier, and later was promoted to the position of manager. The business was established on a small scale in 1884 under the firm style of Russell & Company. They began dealing in farm implements and heavy machinery near the corner of Front and Morrison streets, occupying a small frame building that formerly stood back of the Esmond Hotel. Later they

occupied the four-story brick building on Front and Morrison and now occupied by The Fisher-Thorston Company. It was erected for the use of Russell & Company and the business was there maintained until removed to its present location. This occurred in 1897. They now have a well equipped plant extending from 320 to 338 Belmont street. They were one of the first to build in that section of the city. In fact, the Studebaker Brothers were the only firm occupying a building in that vicinity at the time the Russell Company erected their plant. In 1902 the business was reorganized under its present corporate title with A. H. Averill as president and treasurer; E. C. Merwin vice president; and B. F. Ellis secretary; with Mr. Averill and Mr. Ellis managing the business. They own their large warehouse, offices and machine shop, and have about fifty employes. They are the Pacific coast agents for the Russell thresher, engines and sawmills. The Russell machinery is all manufactured at Massillon, Ohio, where is maintained one of the largest machinery houses in that state. The Portland company has branch houses in Spokane, Washington, Great Falls, Montana, and in San Jose, California, the business at each point, however, being supervised by the Portland office.

Aside from his executive interest in this connection, Mr. Averill is the vice president and one of the directors of the J. J. Ross Mill Furnishing Company, doing business at No. 65 Front street, and is the vice president and one of the executive board of the Pacific States Fire Insurance Company. The Averill Company is one of the largest machinery houses in the west selling threshers, engines, etc., and maintains a well equipped machine shop for repair work.

In his fraternal relations, Mr. Averill is a high Mason and a Woodman of the World. He is also a member of the Commercial Club and of the Oregon Automobile Club. Appreciative of the social amenities of life, he enjoys the comradeship of those organizations, and his strongly marked characteristics have gained for him the friendship of many of his associates. His life history is written in the terms of success, for diligence and determination have done for him what inheritance has at times failed to accomplish for others.

WILLIAM J. CLEMENS.

William J. Clemens, who is known in business circles as a representative of insurance interests and surety bonds and also as a director in various corporations, was born in Stark county, Ohio, January 17, 1864. A prospecting tour over the coast led him to select Portland as the most favorable place of residence in the year 1889. He had acquired his early education in the common schools at Massillon, Ohio, and had also attended an academy there to prepare for college. In his early manhood he also read law for a time, and while he has never engaged in practice, his knowledge of the principles of jurisprudence has proven a tangible element in his later success. He was still a young man when he began learning the trade of manufacturing carriages and harness, and subsequently he conducted a successful enterprise as a wholesale and retail dealer in notions and willow-ware.

Then the west called Mr. Clemens. He had been an interested reader of the accounts which told of the opportunities and privileges, the advantages and the natural resources of the Pacific coast country, and after visiting many points in this section, he decided upon Portland as the most favorable place of location. Here he entered into business connections with a wholesale grocery house as a traveling salesman, and when he became convinced that he would make Portland his permanent place of residence, he established an insurance and surety bond business in 1890. In this field he has since continued, and has secured a large clientage. He is also a stockholder and director of the Oregon Auto Dispatch Company, conducting a delivery and automobile business; is a director of

the Coin Manufacturing Machine Company, and is a member of the underwriting committee of the Pacific States Fire Insurance Company of Portland.

On the 24th of October, 1884, Mr. Clemens was married to Miss May M. Miller, a daughter of Zephaniah Miller of Ohio, and a brother of Lewis Miller of Akron, Ohio, whose daughter is the wife of Thomas A. Edison, the world renowned electrical inventor. Mr. and Mrs. Clemens have become the parents of one child, Jennie Miller.

While the importance of the business interests which he has developed and promoted would alone entitle Mr. Clemens to mention among Portland's worthy and prominent citizens, there are other factors in his life record of equal interest. He is recognized as an influential member of the republican party in Portland, and upon that ticket was elected to the state legislature in 1908. He is now serving as chairman of the insurance committee and as a member of the committees on ways and means and resolutions. He is the author of the present insurance code that is in effect in Oregon, and the insurance bill introduced by him in the last session is a model of its kind and the only revenue-producing measure of that session. He was reelected in November, 1910, by a handsome majority.

Mr. Clemens is an exemplary member of the Masonic fraternity, and has various club and social relations, being one of Portland's most popular men. He now belongs to the Commercial Club; the Portland Motor Boat Club; the Oregon Yacht Club, of which he is past commodore; the Portland Automobile Club, of which he is vice president; the Portland and Troutdale Automobile Club; the Portland Heights Club; and the Multnomah Club. As a representative of the progressive element among the young men of the city he has gained for himself gratifying and notable recognition as one of the leading and popular residents of Portland.

JACOB MAYER.

The admonition, "Turn your defeats into victory, make your hopes a reality, never let your personal interests constitute the bounds of your horizon, but reach out for the large uplifting things of life," finds expression in the life record of Jacob Mayer, of whom it was said that his name in Portland "stood for all that is commercially substantial, personally upright and practically helpful." It was on a May morning in 1826—the 7th of the month—that he first opened his eyes to the light of day, his birthplace being the town of Bechtheim, near Wurms and Mainz, in the Province of Rhein-Hessen. His father, Aaron Mayer, was a merchant who in the year 1847 left Germany and with his family sailed for New Orleans. He remained for a time in the Crescent City but afterward became a resident of St. Louis, Missouri, which continued as his place of permanent abode until he was called from this life.

Five years before the father crossed the Atlantic, Jacob Mayer, then a youth of sixteen, had made the voyage and in that year, 1842, entered the employ of his brother as clerk. Carefully saving his earnings, his industry and economy at length permitted him to engage in the dry-goods business on his own account. He chose New Orleans as his place of operation and in the year that followed he met with gratifying success, but the discovery of gold in California led to a change of plan, for he believed that there would be a good opening for a similar business on the Pacific coast. In 1850 he therefore started for California, shipping a cargo of merchandise. In the meantime he had married, his wife and two children, Josephine and Clementine, accompanying him on the trip. After crossing Panama they boarded the Sarah and Eliza, one of the slow-going craft which in that day plied the Pacific waters. Hardships and privations awaited them such as would have made the stoutest heart quail had they known what was



JACOB MAYER



in store. They had been out of Panama for one hundred days when the supply of water and provisions became practically exhausted and to each passenger but a half-pint of water was allowed per day. Starvation stared them in the face and sharks and pelicans were used as food. When it seemed that death must be the end they came upon a Boston ship which shared its food supplies with them. Mr. Mayer gave eight hundred dollars—his entire capital—for a barrel of sea biscuit. Twenty days later the Sarah and Eliza slowly made its way into the harbor of San Francisco, but the memory of that voyage with all of its torturing hunger and thirst and its dread of imminent death will never be effaced from the minds of those who were passengers on that trip.

Arrived in San Francisco, Mr. Mayer established the second store in that city in March, 1850, a Frenchman having been the pioneer in the dry-goods business there, conducting his enterprise under the name of Sac & Kenney. Mr. Mayer continued in business there until 1857, which year witnessed his arrival in Portland. A retail dry-goods store claimed his time and energies until 1865, when he broadened his field of activity by entering wholesale trade circles. He was alone in business until 1875, when he was joined by Louis Fleischner, A. Schlusel and Solomon Hirsch in a partnership relation under the firm name of Fleischner, Mayer & Company. The title of the house still remains unchanged, but not so the personnel of the firm, for the four original partners have all passed away. The business, however, is a monument to their memory. It has become the largest wholesale dry-goods establishment on the Pacific coast with a trade that in volume and importance indicates the safe and substantial basis upon which the business was built, Mr. Mayer continuing active in the management until a few years prior to his demise, when he retired to spend his remaining days in the enjoyment of a well earned rest.

Home ties were ever most sacredly cherished by Mr. Mayer, who in New Orleans wedded Miss Mary Auerbach, who was born in Klingen, near Ingenheim, Germany. They became the parents of six children: Josephine, the wife of Solomon Hirsch, of Portland, who at one time was minister to Turkey; Clementine, the wife of Oscar R. Meyer, of New York city; Bertha, the wife of H. Zadig, of San Francisco; Rosa, now Mrs. Moses Blum of San Francisco; Mark A., who became the New York representative of the firm of Fleischner, Mayer & Company; and Benjamin, who died in San Francisco when twenty-three years of age.

Mr. Mayer figured prominently in Masonic circles from the time when he was initiated into the order in Perfect Union Lodge, No. 17, A. F. & A. M., at San Francisco in 1852. He afterward became a member of Lebanon Lodge, No. 49, of that city, and served as its master for two years. Following his removal to Portland he transferred his membership to Willamette Lodge, No. 2, A. F. & A. M., and became a member of Portland Chapter, No. 3, R. A. M.; Washington Council, No. 3, R. & S. M.; Oregon Lodge of Perfection; Ainsworth Chapter, Rose Croix; Multnomah Council of Kadosh; Oregon Consistory; and Al Kader Temple, N. M. S. Upon him was also conferred the Thirty-third degree. For many years he was grand treasurer of the Grand Lodge of Oregon and during 1888-1889 was grand master. For many years he was grand representative of the Grand Lodge of England and Spain, near the Grand Lodge of Oregon, having been appointed in 1895 by Edward, Prince of Wales, later king of England. Mr. Mayer was also treasurer and chairman of the education fund of the Grand Lodge of Oregon. During his service as grand master, largely through his personal efforts, the Masonic lodge of Dayton, Oregon, was organized and was named the Jacob Mayer Lodge in recognition of his untiring labors in behalf of Masonry.

His political support was given to the republican party and his labors in its behalf were effective and far-reaching forces. President Arthur appointed him United States commissioner for the New Orleans World's Fair. He did not seek office as a reward for party fealty, however, preferring that his public service

should be done as a private citizen. His cooperation could always be depended upon to advance every movement of Portland for the public good. For ten years or more he was president of the Masonic Building Association and also held membership in the Chamber of Commerce, the Board of Trade and the Oregon Historical Society, joining the latter on its organization. He was the founder of the First Hebrew Benevolent Society of San Francisco and also of a similar organization in this city. His efforts for the uplift of mankind and for the benefit of the poor and needy have not been limited, however, by creed or denominational influence. As a member of the Young Men's Christian Association he exerted an influence for high living and large accomplishment. He was instrumental in organizing the first B'nai B'rith Society of the coast, this being district No. 4 of California, and in 1855 he obtained a charter for Ophir No. 21. He organized Oregon Lodge, No. 65, of which he was the first president and remained a member until his death. He became one of the organizers and charter members of the congregation Beth Israel, contributing generously to its support, and he did all in his power to advance its interests. He passed away on the 31st of December, 1908. He had borne his part in the epoch-making events of Portland and was particularly active in the development of the commercial interests, which constitutes an important chapter in the history of any community in this age. His efforts were well rewarded in the substantial things of life, while his manly qualities and high purposes gained for him the unfailing regard of his fellowmen, which follows him even since he has passed from life.

GENERAL STEPHEN COFFIN.

The following sketch of the life of General Coffin was written by the author of this history at the time of the General's death, March 18, 1882.

Rapidly the old settlers who laid the foundations of this pioneer state of the northwest are passing away. Many have already passed the boundaries of life allotted by the sacred writer, and soon few will remain to remember and relate the trials and experiences in reaching this once isolated region to plant the germs of American institutions and civilization.

Stephen Coffin, who died at Dayton on Thursday last, was a man of mark and character among his fellows—a born leader of men—and as such so contributed to the founding of this city of Portland and to the rearing of this state of Oregon, as to be entitled to a conspicuous and honorable place in the records of our history. Mr. Coffin, we believe, was a native of the state of Ohio, and came to Oregon across the plains with his family in the year 1847. Settling at Oregon City in the then vigor of his manhood, he went to work with all the energy of his restless nature at whatever honorable employment his hands could find to do—contracting, building, and all the rough and rugged labor of a new country. Success rewarded his industrious labor, so that in two years he had accumulated means sufficient to purchase a half interest in the townsite of the city of Portland, being the Lownsdale Land Claim, and now covered by that portion of the city embraced within the boundaries of A street on the north, Caruthers street on the south, and about Sixteenth street on the west. During the year, 1849, Mr. Coffin removed from Oregon City to Portland, and soon after Colonel Chapman purchased of Coffin and Lownsdale a third interest in the townsite. The increasing immigration to the country and the stirring events on the Pacific caused by the gold discoveries in California, began to indicate the importance of a future city in this quarter of the world, and the consequent value of townsite property. The supremacy of Portland as the emporium was disputed then with much more vigor than now; Milwaukie, St. Helens and Astoria, being rivals for the fortunes of the metropolis. The Pacific Mail Steamship Company had made large investments at St. Helens, and all the influence

of that great company was directed toward crippling the rising fortunes of Portland. It was then that the townsite proprietors resolved to decide the issue for their town by starting an opposition steamship line, and they accordingly purchased, as they believed, a controlling interest in the steamship *Gold Hunter*, paying down twenty-one thousand dollars in coin, a much larger sum comparatively to Portland in 1850 than half a million is today. At that early example of Coffin, Chapman, Lownsdale and others, in contending for the business interests of Portland, should be a significant hint to the millionaires who are now wrestling with the tug and dredger business, many of whom are singly better able to take the whole job than Portland was to raise that twenty-one thousand dollars in 1850.

The *Gold Hunter* proved a very unfortunate investment to General Coffin, for, by no fault or mismanagement of the Oregon stockholders, but by the treachery of trusted agents, the ship was sent away to Central America, was bottomried for debt, sold out and a large balance charged up to the stockholders. In this misfortune, General Coffin was the heaviest loser, having to pay first and last nearly \$60,000, to meet which losses he was compelled to sell for whatever prices he could get, great numbers of city blocks, which if he could have retained would have realized for him a million dollars. And there are not a few capitalists in Portland made wealthy by real estate, who can date their fortunes to Coffin's forced sales to pay *Gold Hunter* debts. But that which was the ruin of Coffin and Chapman made sure the future of Portland; for the opposition steamship company seeing that Portland was even then a power, thereafter made this place the terminus of their route.

General Coffin was ever active in devising means to establish the business of the city. To bring hither the trade of Washington county and prevent the opening of a road from the "plains" to St. Helens in 1851. He organized a company to build a plank road through the canyon from Portland to Hillsboro; and while much grading was done and some plank actually laid the road was never completed. But it aided in establishing the present finely graded road on this route and effectually killed off the project of sending the Washington county trade to St. Helens.

The next enterprise in which General Coffin took an active part was the organization of the People's Transportation Company in 1860; he was one of the original promoters, and at one time vice president of this company, which for many years controlled the transportation on the Willamette river, and for some time carried on a fierce battle with the O. S. N. Company for the control of the Columbia river also.

In or about 1867 he took a large interest in the Oregon Iron Works, then the principal establishment of the kind north of San Francisco. The works were originally located on the block west of the Central school; and here the company suffered a loss by fire, which took forty thousand dollars out of Mr. Coffin's pocket in a few minutes.

In 1868 he took an active part in promoting the success of the Oregon Central Railroad (west side). He built by contract, the bridges on the Mountain section of the road adjacent to Portland, investing over sixty thousand dollars in the undertaking. And it can be truly said that had it not been for the timely and energetic assistance thus given the struggling enterprise by General Coffin, it would have failed utterly, and the west side counties would not have had a railroad for ten years or probably much longer waiting than that.

Upon the organization of the order of the Patrons of Husbandry in Oregon, General Coffin became a leading and acting member and largely contributed to its early success. Along with some others he organized its members into a business organization known as The Northwestern Storage & Shipping Company. This company did the farmers great service in the purchase and importation of wagons and implements, and sale of them at cost, carriage and interest, by which

the farmers saved many thousand dollars. And the reduction in prices thus secured has been largely maintained to the present time.

In all his business affairs, General Coffin was characterized by liberality and great public spirit. The county records bear ample testimony to his generosity to this city in the gift of the public levee now worth over one hundred thousand dollars; and his gifts to the churches and public schools. Professor Crawford in his interesting historical sketch of the city schools, remarks:

"There are on file several newspaper items praising a few citizens for their liberal donations of lots and blocks for school purposes. It certainly will not harm any one to say that in all my researches I have found but one-half block owned by the district, that came into its possession as a free gift. The north half of block 134 was a donation from Stephen Coffin, and he afterwards gave the present site (a half block) of Harrison street school in exchange for it. Every lot the district owns, aside from this half block, has been paid for in gold coin raised by district tax."

It may be also stated here that the first school and church bell raised in this city to call the people together was purchased by Stephen Coffin of the Mensel foundry at Troy, New York, in 1850, and put up on the old schoolhouse once existing between Oak and Pine streets; and when no longer used there, was by him turned over to the Methodist church, and now hangs in the belfry of the Taylor street church edifice.

These acts characterize and distinguish the man above his fellows; for while the city contained thousands of good citizens, many of far greater wealth, his name alone appears on the records as a "cheerful giver."

He was not only very liberal and public-spirited in business but was also most humane and charitable, with a most sympathizing heart with all in distress or misfortune. It is related that he and his fellow immigrants were badly treated by a few persons on arriving in this country. To this treatment Coffin boldly remonstrated and was told in reply not to complain, "for he might himself make up such losses from succeeding immigrants." This insult added to injury, called out hot words and created enmity for life, and which Coffin might have truly expressed in the language of Brutus to Cassius:

"I had rather coin my heart,
And drop my blood for drachmas, than to wring
From the hard hands of peasants their vile trash
By any indirection."

And so far from desiring to "get even" by such inhospitality, General Coffin not only freely opened his own house for indigent immigrants but actually at one time in this city opened a free lodging house for the newcomers and supplied it with food and provisions—all free to the needy.

In politics General Coffin was an active republican and thoroughly devoted to the cause for the sake of its principles. He was one of the "Old Guard," and original organizers of the republican party in Oregon. He was not an office seeker and never held any official post but that of brigadier general of the Oregon militia during the war of the Rebellion, at which time he rendered the state a great public service in the honest and faithful discharge of his duty in organizing the militia and protecting the frontiers from the Indians during the absence of the regular troops.

His active life and business career closed several years ago, since which time he has suffered greatly with partial paralysis. In his private life he was distinguished for purity and generosity. He was at all times most cheerful and met with misfortunes not only with courage but even with philosophical cheerfulness. Few men held a wider acquaintance with his fellow citizens or enjoyed warmer friends. His religious views were extremely broad and liberal, and while acting in the main with the Methodists, he freely cooperated with all other good people and aimed to so live, and did actually meet death, that in the words of Bryant, he went

“not like the quarry slave at night,
Scourged to his dungeon, but sustained and soothed
By an unfaltering trust, approach thy grave
Like one who draws the drapery of his couch
About him, and lies down to pleasant dreams.”

Good friend, brave spirit, hail and farewell.

JUDGE RALEIGH STOTT.

On the death of Judge Raleigh Stott the courts of Multnomah county adjourned in token of respect and honor to one who had long figured as an able and conspicuous member of the Portland bar, distinguished for his comprehensive understanding of the law and his able mastery of every problem presented for solution while he sat upon the bench of the circuit court. Moreover, he became a resident of this city during the pioneer epoch in its history, and his death was the occasion of sincere regret on the part of all who knew him.

Although a native of Indiana, born in 1845, he was only six years of age when he accompanied his parents on their removal to Oregon, at which time the family home was established in Washington county. History was then scarcely in the making, and the entire state was in its formative period, yet the settlers who had come to the northwest in the latter part of the '40s and the early part of the '50s had not come here for the purposes of trade with the hope of returning to the east to spend the wealth which they might have acquired, but were actuated with the desire of becoming owners of homes in this section and becoming the rulers of a land so rich in its promises and its possibilities. The Stott family, like others, made permanent settlement in the state, and the youthful days of the future judge were spent amid the environment of pioneer life. However, to him was accorded good educational privileges, and after mastering the elementary branches, he attended the Pacific University of Oregon, from which he was graduated in 1869. Having devoted his attention to the thorough mastery of a course in law, he was admitted to the bar in 1870, and from 1873 until the time of his demise, was a representative of the legal fraternity of Portland, where in the successful conduct of a large practice, he won recognition as one of the ablest lawyers practicing in the courts of Multnomah. Almost from the beginning a large clientage was accorded him that connected him with the most important litigation heard in the courts. His preparation of cases was thorough, his analysis keen, his reasoning clear and cogent and his deductions logical. He had been a resident of Portland for only a year when elected to represent Multnomah county in the state legislature and thus aided in framing the laws of the state. Then came official distinction in the line of his profession. In 1876 he was elected district attorney for the fourth judicial district, and in 1880 was called to the bench of the same district, where his fair and impartial rulings won him high encomiums. They were the expression of a thorough understanding of the law, correctly applied to the points at issue and from his rulings few exceptions were ever taken. The cases which came before him were seldom appealed, and his decisions almost uniformly received the stamp of approval from the higher court.

Judge Stott was long recognized as a prominent leader in the ranks of the republican party and through a quarter of a century was almost continuously a delegate to the county and state conventions, and frequently took active part in campaign work as a speaker, his brilliant oratory and sound logic always holding the attention and often bringing conviction to the minds of his hearers.

Judge Stott was married and left a son and daughter, Susie and Plowden, besides his widow, who bore the maiden name of Susan Plowden, and by a

former marriage had two sons and two daughters who are yet living: Mrs. James Laidlow, George and Lansing Stott and Mrs. C. E. Chenery.

Judge Stott numbered among his warm friends many men prominent in state and national affairs. He was a man of genial, kindly disposition, of large attainments and of fine character. Association with him meant expansion and elevation. He died October 26, 1901, his death being sudden and unexpected. The adjournment of the court when the news of his demise was received and also at the hour of the funeral was a well merited mark of respect and honor for one who for almost twenty-eight years had occupied a conspicuous position at the bar, writing his name high on the keystone of Portland's legal arch.

ENOCH BURNHAM DUFUR.

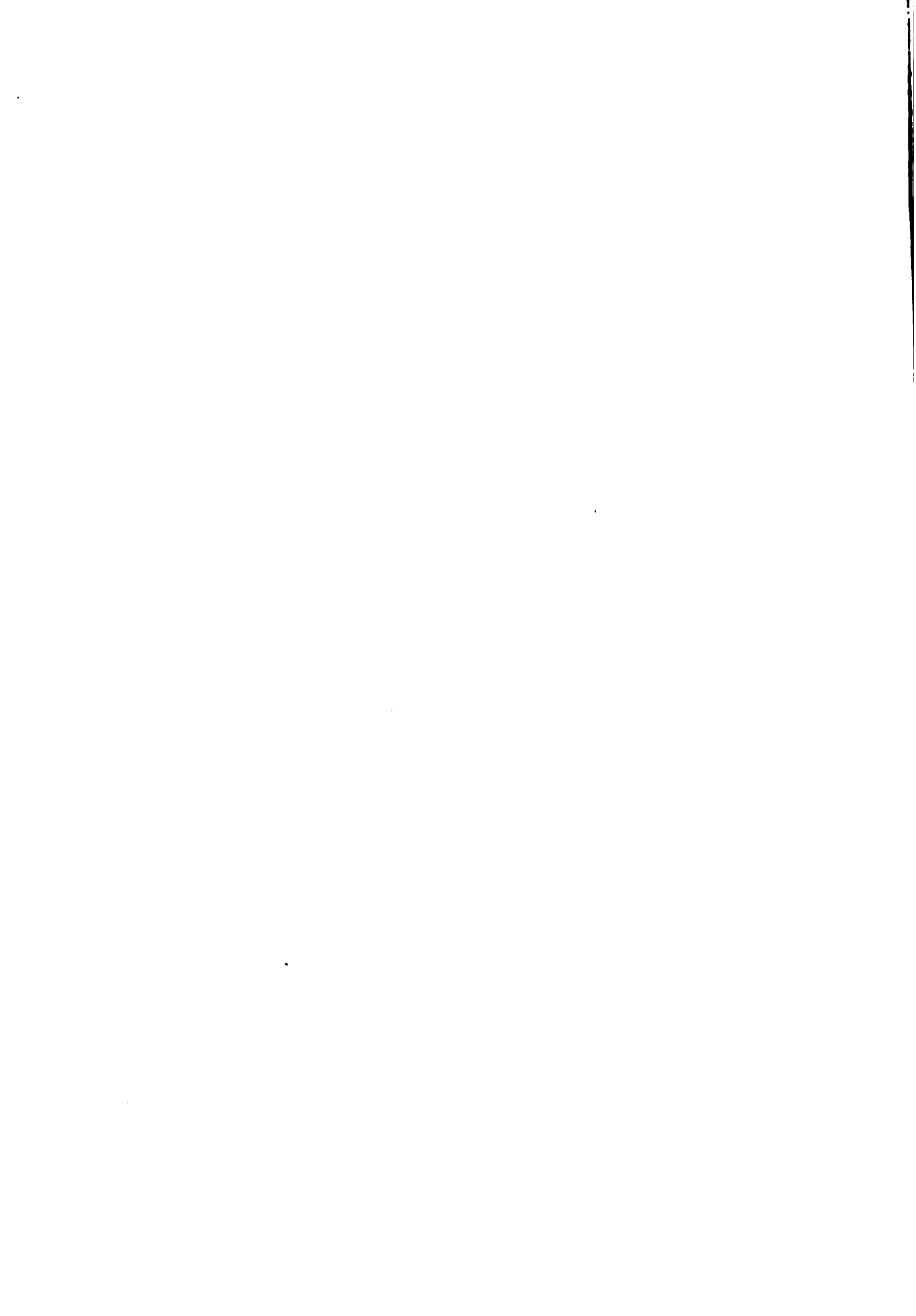
Enoch Burnham Dufur, practicing successfully as a member of the Portland bar, was born in Williamstown, Vermont, on the 6th of March, 1843, a son of Andrew J. and Lois (Burnham) Dufur. The father died June 5, 1895, at the age of seventy-nine years, eight months and eighteen days. The mother, who was the youngest daughter of Enoch Burnham and came of English ancestry, died June 8, 1890, at the age of seventy-two years and two months. The paternal grandfather, Abel Dufur, was a soldier of the war of 1812 and fought under General Jackson throughout the entire contest.

Enoch Burnham Dufur began his education in the public schools of Vermont and following the removal of the family to Wisconsin there continued his education until the family were again upon the western highway in 1860, with Portland as their destination. Having arrived in this city, he completed a course at the Portland Academy and Female Seminary, which he attended from 1861 until 1863. Having put aside his text-books, he turned his attention to general farming and to the dairy and stock business, but becoming convinced that a professional career would be more congenial, he entered upon the study of law, devoting his leisure hours while at home to the mastery of Kent, Blackstone and other commentaries. He afterward reviewed his studies with the law firm of Killin & Moreland, of Portland, and upon passing the required examination was admitted to the bar in Salem in 1884. He was also admitted to practice before the courts of Washington in 1885, and later before the United States district and circuit courts of Oregon. He entered upon the active practice of his profession at The Dalles in 1885, remaining a member of the bar there for sixteen years. On the expiration of that period he removed to Jackson county, where he practiced for three years, and then opened an office in Portland in partnership with H. H. Riddell. That relation was maintained for two years, and he was next associated with William A. Carter as Carter & Dufur and this connection was dissolved April 1, 1910, since which time Mr. Dufur has been alone in practice. His ability soon won him recognition and the clientage since accorded him is connecting him with much important work done in the courts. While his devotion to his clients' interests is proverbial, he never forgets that he owes a still higher allegiance to the majesty of the law.

Moreover his fellow townsmen have at times chosen him to act as their representative in framing the laws of the state and in shaping municipal measures. In 1874 he was chosen to represent Wasco county in the general assembly for a term of two years, and in 1896 was elected senator from the district comprising Wasco, Sherman and Gilliam counties, his incumbency in this office continuing until 1900. He was councilman at The Dalles for three years, then mayor for one year, and a member of the water commission for a number of years. He was the prime mover in securing the establishment of the water-works at The Dalles, and has always been interested in public projects that seemed to promote progress and improvement. Yet his political honors have largely come to him



E. B. DUFUR



unsought and were an expression of the recognition on the part of his fellowmen of his admirable qualities of progressive and loyal citizenship. His support has even been given to the democracy since age conferred upon him the right of franchise.

In 1866 Mr. Dufur was united in marriage to Miss Frances S. Zimmerman, and unto them were born five children, three of whom are living: Mrs. Edith A. Menefee, S. Douglas and George H. After losing his first wife Mr. Dufur was married in June, 1882, to Miss Carrie E. Menefee, a sister of Frank M. Menefee, who read law in the office of Mr. Dufur and for three terms served as district attorney of the seventh judicial district. He is a prominent representative of the bar and is also past grand chancellor of the Knights of Pythias. Unto E. B. and Carrie Dufur have been born two sons, Burnham M. and Kendal D.

Mr. Dufur is a member of the Knights of Pythias fraternity and has filled all of the offices in the local lodge. While he has reached a point of prominence in professional lines, he has never excluded outside interests, but his friends find him an approachable gentleman, whose courtesy is unailing, while the atmosphere of his home and office is always that of good-will toward all.

COLONEL HENRY ERNST DOSCH.

Not seeking honor but simply endeavoring to do his duty, honors have yet been multiplied to Colonel Henry Ernst Dosch and prosperity has followed all his undertakings. There is perhaps no man in Portland who has done so much to make known the advantages and resources of Oregon as Mr. Dosch, who has been the representative of his state in various national and international expositions.

A native of Germany, he was born at Kastel-Mainz, on the Rhine, June 17, 1841, a son of John Baptist and Anna (Busch) Dosch. The name Dosch is Arabic, which would indicate the origin of the family. The ancestry of the family can be traced back to the early settlement of southern Germany and through generation after generation the family was prominently represented in military circles by those who held high rank as officers in the German army. Colonel John B. Dosch and his father, Colonel Ernst Dosch, were officers in the army and the former had two brothers who also held high rank in the service of their country. At the close of an honorable record in the army he entered the diplomatic service and with a creditable record therein retired to his large estate adjoining Kastel-Mainz, where his remaining days were passed. He had married Anna, a daughter of Ulrich Busch, who was extensively engaged in the lumber business at Kastel-Mainz. Her brother Adolphus Busch has since become one of the most prominent residents of St. Louis, Missouri. In the family were seven children.

Colonel Henry E. Dosch, the only surviving son, pursued his education in Mainz, Germany, in the Gewerbe schule fuer Handel und Industrie, from which he was graduated in April, 1857. This school bears the same relation to the present manual training school that the high school bears to the grammar school. Subsequently he was apprenticed in a large oil importing house in Mainz, his term of indenture continuing to January, 1860, and on the 17th of that month he sailed for the United States. Making his way to St. Louis, he secured a position as bookkeeper and was so employed until after the outbreak of the Civil war. In May, 1861, he volunteered in General John C. Fremont's body guard (cavalry), thus serving until October 25, 1861, when the entire guard was mustered out of service after the famous fight at Springfield, Missouri, General Fremont being removed from command. At Springfield these valiant guardsmen met and routed three thousand Confederates in a desperate conflict which lasted from three in the afternoon until dark, and during the en-

gagement Mr. Dosch was wounded in the right leg. He reenlisted in Company C, of the Fifth Missouri Cavalry, and rose to the rank of sergeant major. After the battle of Pea Ridge the Fifth was merged with the Fourth Missouri Cavalry and Colonel Dosch was mustered out in April, 1863.

In May of that year he first became acquainted with the west, crossing the plains with ox team and walking from Omaha to Sacramento, California. He stopped for a brief period at Virginia City, where he rode the express pony on the Overland from that place to Lake Bigler, now Tahoe, known as Friday's station. Afterward he walked across the Sierra Nevadas and reached San Francisco, where he secured a position as bookkeeper and came to Oregon, arriving at Portland on the 9th of April, 1864, went to The Dalles, where he assumed his position as bookkeeper and cashier for a firm dealing in miners' supplies. The next year he engaged in merchandising at Canyon City, Oregon, and continued until the loss of his stock and store by fire led him to come to this city in 1871. For a long period he was connected with commercial interests in Portland as a wholesale boot and shoe merchant, having his establishment on Front street. Failing health caused him at length to retire from business in 1890. Indolence and idleness, however, are utterly foreign to his nature and he turned his attention to horticulture, which has always possessed the keenest fascination for him. In 1889 Oregon's governor appointed him a member of the board of horticultural commissioners and succeeding governors reappointed him to the office until his service covered eleven years. In the biennial reports which have been issued under his direction those published in 1899 and 1901 have been adopted as text-books at Cornell University, the University of Michigan, the University of Wisconsin, Stuttgart University in Germany and various colleges in England. Since his retirement from active business twenty-one years ago Colonel Dosch has given most of his time to the interest of Oregon, particularly along horticultural lines. He introduced the French walnut, so prolific now, after experimenting for years as to the best variety adapted to the climatic and soil conditions here. He has certainly made liberal contribution to the progress and upbuilding of Oregon in his efforts to bring before the world a knowledge of its resources, especially in the attractive exhibits of the products of the state as shown in the different expositions of this and other countries. He was executive commissioner from Oregon at the World's Columbian Exposition held in Chicago in 1893; at the Trans-Mississippi Exposition at Omaha in 1898; at the Pan-American Exposition in Buffalo in 1901; at the West India Exposition in Charleston in 1901-2; and at the International Exposition in Osaka, Japan, in 1903. He was also commissioner general of the Louisiana Purchase Exposition at St. Louis in 1904; was director of exhibits and privileges at the Lewis and Clark Centennial Exposition in Portland in 1905; and occupied the same position at the Alaska-Yukon-Pacific Exposition at Seattle in 1909. He was decorated by the emperor of Japan for valuable services rendered them, first receiving the emblem of the Sacred Treasure, while recently the insignia of the Rising Sun, the highest honor that could be conferred, was given him. Colonel Dosch has been a frequent contributor to horticultural journals and his writings have commanded wide and interested attention. His labors in this direction have been of material benefit to the state in the improvement of methods, in the introduction of new species and in disseminating an accurate knowledge of Oregon soil, the possibilities of the state as an horticultural center and the special fruits suited to various localities.

On the 10th of July, 1866, in Canyon City, Oregon, Colonel Dosch was married to Miss Mary Louise Fleurot, a daughter of Pierre and Judith (Pigeon) Fleurot. Mrs. Dosch was born in France and came to Oregon with her parents in 1857, making the trip by way of the isthmus and up the Pacific to Portland. The children born of this marriage are: Ernst, who married Winifred Wurzbacher; Arno, who married Elsie Sperry; Roswell; Lilly Anna; Camellia; and Marguerite.

In his political views Colonel Dosch has always been a democrat. In 1866 he became a member of the Independent Order of Odd Fellows, filled various offices in the local lodge and was grand master of Oregon in 1888. He likewise belongs to Lincoln-Garfield Post, No. 3, G. A. R., and was its commander in 1893. A contemporary biographer of Colonel Dosch has said: "During the long period of his residence in the west he has kept in touch with the progress in the world of thought and action and while especially devoted to the great northwest, yet has no narrow spirit of prejudice but is loyal to the welfare of our country and interested in worldwide progress. Frequent trips to the east, as well as several voyages across the ocean to the old home land, have brought to him an intimate knowledge of the development of our nation and the influence of modern thought in the old world; but, while loyal to the land of his birth, he believes the history of the future ages is to be written by the United States and especially by that portion thereof lying along the Pacific coast."

HON. JOSEPH NORTON DOLPH.

The name of Hon. Joseph Norton Dolph is inseparably interwoven with the history of Oregon development and also that of the Oregon bar. And when the state legislature chose him as a member of the senate of the nation, it was regarded as a fitting honor and was considered that the man dignified the office, quite as much as that the office dignified the man. He held to high ideals in his profession and in his public service, was profound in his judgment, incorruptible and unwavering in his conduct, and in times of great importance to his country—notably that of the free silver agitation—stood as a rock among shifting sands, being prominent among the foremost advocates in congress who stood against free coinage of silver.

The little village of Dolphsburg, near Watkins, New York, where he was born on the 19th day of October, 1839, was named in honor of his ancestors. An extended history of his family and connections is given in the sketch of Cyrus A. Dolph on another page of this volume. In his youth he made the most of his advantages, and grounded himself with a thorough education gained by honest application and perseverance and when but yet a child taught the country school. He familiarized himself with the history of his future field of endeavor, by reading Fremont's Military Expedition to the Pacific Coast, published in the New York Tribune; Astoria, written by Washington Irving; and an account of Missionary Life in Oregon, by Dr. Elijah White. He devoted himself as opportunity afforded to the study of law under the direction of the Hon. Jeremiah McGuire, at Havana, New York, and in 1861, he creditably passed the examination that secured his admission to the bar.

In the spring of 1862 Mr. Dolph and his brother enlisted in Captain Crawford's company, known as the Oregon Escort, which was raised under an act of congress for the purpose of protecting immigration that year against the attack of hostile Indians. He was made orderly sergeant of the company with which he crossed the plains and after the journey was complete was honorably discharged at Walla Walla, Washington. That he proved capable in the position is proven in the fact that Captain Crawford again sought his services when he was detailed to accompany another expedition of similar character but Mr. Dolph was now established in the northwest and declined to accept Captain Crawford's offer. He engaged in the practice of law in Portland in the spring of 1863 as a partner of John H. Mitchell and the firm maintained a position of distinction at the bar of this city until its dissolution was caused by Mr. Mitchell's election to the United States senate.

Official honors came to Mr. Dolph from time to time, his first distinction of this character being an election to the office of city attorney in October, 1864.

While filling that position he prepared and proposed important amendments to the city charter, which were afterward adopted, and he also revised for publication the ordinances of the city. In January, 1865, President Lincoln appointed him United States district attorney for Oregon and he acted in that capacity until he resigned to enter the state senate, to which he had been elected in 1866. He served during the session of that year and again took his seat in the session of 1868 but a contest arising, he was deposed by a strict party vote. However, the confidence maintained in his ability by the people was exhibited in 1872, when he was returned to the senate by an increased majority, after which he rendered efficient service in the two succeeding sessions. It was characteristic of his public service that he gave the most careful consideration to all questions which came up for settlement and his support was always given for the public welfare rather than to any individual interests and never did he place personal aggrandizement before the rights and privileges of the people. In 1866 his party made him chairman of the republican state central committee and his ability for leadership gave to the party an almost unequalled service. His power of coordinating forces, of uniting seemingly discordant elements into a harmonious whole, together with his well formulated plans, made his service in that connection of utmost worth to the party. When the electoral college met at Salem in 1876, after Governor Grover had given the certificates of election to Cronin, Mr. Dolph advised the course afterward adopted by the republican electors, and at once drafted the papers which were by the electoral commission adjudged sufficient to establish the election of Odell, Cartright and Watts. The papers thus drafted secured the return of Dr. Watts as republican elector and thereby decided the vote of Oregon in favor of Rutherford B. Hayes for president.

Mr. Dolph, however, had not yet reached the pinnacle of his political service, for in 1883 he was elected as the successor of Hon. Lafayette Grover, democrat, to the United States senate. Taking his seat in the highest legislative body of the nation, he was made a member of the committee on public lands and claims and in 1886 was chosen chairman of the committee on coast defenses. He was also made a member of the committee on commerce and rendered invaluable service in developing the water ways of Oregon. Measures presented by him in the interests of navigation have become laws and have proven of great value in the development of our country's maritime interests. He showed a keen insight into diplomatic matters and a thorough understanding of our affairs with foreign countries, being a member of the committee on foreign relations. He had no opposition when in 1889 he was reelected to the United States senate, and his services had won him high distinction. He enjoyed the highest confidence of his fellow members in the senate and was highly respected by both the democrats and the republicans, and his relations with President Harrison were particularly close.

It was not alone as a political leader or statesman, however, that Mr. Dolph attained fame and won recognition, for during the entire period of his residence in Oregon he was regarded as one of the ablest representatives of the bar. The interests he represented were vast and his labors arduous. He became counsel for the Oregon Central and the Oregon & California Railroad Companies and was also retained by Ben Holladay, who was then operating a line of steamships from Portland to San Francisco and constructing the Oregon & California Railroad. His partnership with Mr. Mitchell was terminated in 1872, at which time Mr. Dolph was joined by Judge E. C. Bronaugh, C. A. Dolph and Joseph Simon, the firm being the most prominent and the strongest perhaps in the northwest. He represented the Oregon Steamship Company, the Oregon Railroad & Navigation Company, the Oregon Improvement Company, the Oregon Trans-Continental Company and other corporations organized by Henry Villard, and became known as one of the foremost corporation lawyers in the country. His professional service was also sought by the Northern Pacific Railroad Company and he was attorney for various minor corporations. In more strictly business

lines aside from his profession he became known, being president of the Oregon Improvement Company, vice president of the Oregon Railroad & Navigation Company and the Oregon Trans-Continental Company.

Mr. Dolph was married in 1864 to Miss Augusta E. Mulkey, and during the twelve years of their residence in Washington theirs was regarded as one of the most hospitable homes of the city and was the scene of many delightful social functions. After the death of her husband, which occurred on the 10th of March, 1897, Mrs. Dolph spent much of her time in the capital city, and died in Paris, France, October 4, 1907.

Mr. Dolph was honored with high official positions in the Odd Fellows and Masonic fraternities. In 1876 he was chosen most worthy grand master of the Grand Lodge of Odd Fellows in Oregon and in 1882 was elected most worshipful grand master of the Grand Lodge of Masons. In both positions he displayed most notable tact, diplomacy and sagacity in controlling the affairs of the fraternities. He stood as a splendid type of manhood, holding to high ideals in citizenship and in all social and personal relations.

"He leaves a patriot's name to after times,
Linked with a thousand virtues—and no crimes."

EPHRAIM CRANSTON.

Ephraim Cranston, one of Oregon's pioneers, was born in Rhode Island, December 15, 1800, and was of Scotch-English descent. His was a very old family, the genealogy of which can be traced back to eleven crowned heads of Europe. He was the son of John Cranston, who was the direct descendant of John Cranston, the founder of the family in this country, who arrived in Rhode Island shortly after the Mayflower reached the New England coast. John Cranston served as the first governor of the Rhode Island colony under the English crown, was attorney general and held high military offices. He was succeeded by his son Samuel Cranston, who was elected governor of Rhode Island for twenty-nine years consecutively, 1698-1727, his death occurring while he was still in office. No other chief executive of the state has been so honored. He also held the highest military office of the state and it is said that he owed a large part of his popularity to his courage and able leadership of the state's armies.

The parents of Ephraim Cranston removed to Ohio when he was a young boy and he was reared in that state. There he married Roxana Sears, who was born in New Bedford, Massachusetts. Following their marriage Mr. and Mrs. Cranston took up their abode upon a large farm which he owned and cultivated. But in 1850 he disposed of his extensive agricultural interests in Ohio and invested his money largely in fine heifers which he started to drive across the plains to Oregon. He lost a great many on the long trip, but had enough left to make a fine drove on reaching this state.

Owing to the report of cholera and the many Indian massacres they wintered in Missouri, and in view of these facts were about two years in reaching their destination after leaving Ohio. There was a train of sixty wagons and Mr. Cranston was the leader of the party. Whenever trouble arose he was the man who found the way out. He was resourceful, courageous, hopeful, and seemed to know just how to meet every condition. The Indians called him "Oley Man Wagon Doctor." He settled upon a farm in the Waldo hills country and began raising cattle and other stock amid the foothills of the mountains ten miles from Salem. He became one of the leading farmers and stock-raisers of that section and continued to make his home there until a few years prior to his death, when he removed to the city of Salem.

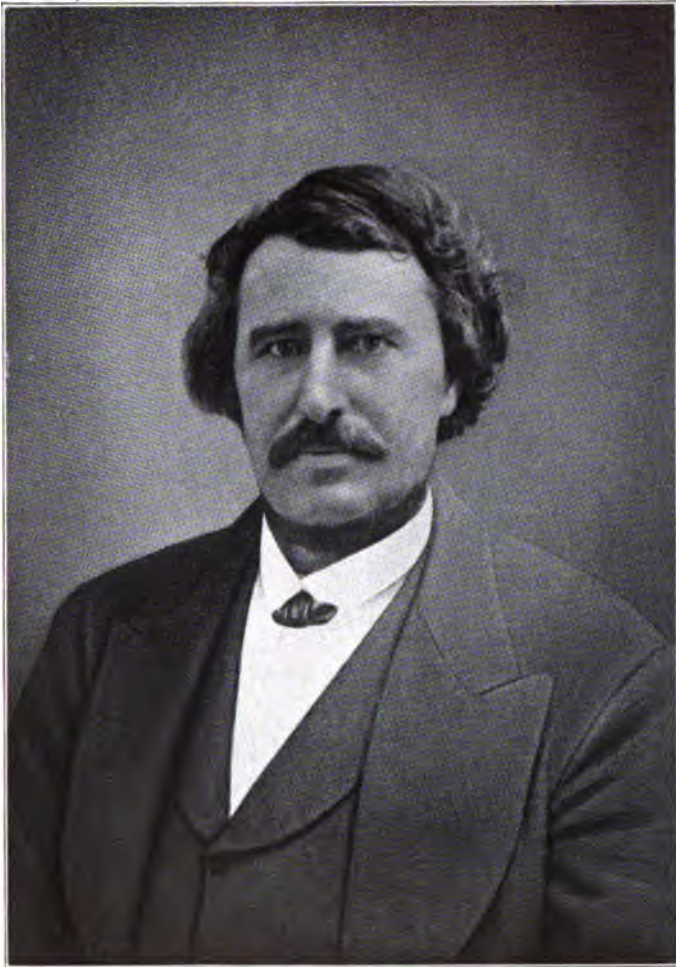
Mr. Cranston was ever deeply interested in politics, giving his early support to the whig party and following its dissolution he joined the ranks of the new republican party. He was a strong anti-slavery man, seeing no justice in the custom which held a human being in bondage, and he therefore put forth earnest and effective effort to aid any of the negroes who sought freedom, assisting many a slave on his way northward and across the border into Canada. He ever kept well informed on the political questions and issues of the day and was an earnest worker in the ranks of both parties with which he voted, yet he was not active as an office seeker preferring to devote his energies to other interests.

Unto Mr. and Mrs. Cranston there were born nine children of whom three died in infancy. While six reached years of maturity, Mrs. Arthur H. Breyman, the youngest of the family, is the only one now living, her home being in Portland. Warren, the eldest, followed farming near Salem and was a prominent citizen of his part of the state which he represented in the legislature. The second son, Samuel B. Cranston, was in early life a farmer but later studied law and practiced his profession in Lake county, Oregon. Edward P. was interested in the gold mines of Baker county, Oregon. Elizabeth became the wife of Quincy Brooks. William Cranston was also interested in mining in eastern Washington and Oregon but died in Idaho.

The death of the father occurred at the home of his son, Warren Cranston, who occupied a farm near Salem, on the 6th of October, 1873. The death of the mother occurred in Dayton, Washington, on the 5th of September, 1882. They were among the worthy pioneer people of the state and Mr. Cranston's labors constituted an important element in improving the grade of stock raised and thus promoting the agricultural development and prosperity of Portland. They were people of genuine personal worth, highly esteemed by all who knew them. Mr. Cranston's life was of significant service to the state in the vigor he lent to the pioneer era, in making this region habitable, in bringing its resources to light and in stamping his intensely practical ideas upon the agricultural development. Such careers are too near us now for their significance to be appraised at its true value, but the future will be able to trace the tremendous effect of the labors of these pioneers upon the society and the life of their time.

ORLANDO HUMASON.

Orlando Humason came of good old Puritan stock of Welsh and Scotch extraction, the families of both his father and mother having landed in Connecticut in 1640. His father, Allen Humason, married Miranda Andrews and soon afterward moved to the Western Reserve, making a new home in Warren, Trumbull county, Ohio. Here Orlando was born December 16, 1828. He had two sisters, Matilda and Lucy, and a younger brother, Elisha Francis, all of whom survived him. At the age of fifteen he was left an orphan, and the ensuing struggle to gain an education and to maintain his independence indicated his character. In 1849 he went to Texas, thence across Mexico to Mazatan, where he fell ill of fever and was deserted by his party. A kindly Mexican woman nursed him back to health. In 1850 he reached California and in the spring of 1851 he arrived in Oregon City. Being able to set type, he at once found work with Hon. Asahel Bush, who was conducting a weekly newspaper and who had contracted for the printing incidental to the territorial legislature. In the absence of Mr. Bush, Mr. Humason got out several issues of the paper, writing acceptable editorials. Very soon Mr. Humason went to Champoeg to take up a homestead and later he went to Yamhill county, where we find him in partnership with John A. Sims, on a farm. In 1852 he represented Yamhill county in the legislature. In 1853 he sold out and moved to Wasco county, where he and Mr. Sims engaged in transporting freight to the interior and mining regions in addi-



ORLANDO HUMASON

tion to managing a large ranch. He was the first legislative representative from Wasco county. Four or five times he was a member of the legislature—the last being in 1870.

Mr. Humason was never a rank partisan but was a Unionist during the Civil war and a democrat afterward. He was a natural leader. In the legislature his influence was pronounced. Vigilant and cautious, he was never timid nor ambiguous in political fights. He was a man of many friends because of his genial sociability and true sympathy. It was his custom on Christmas Eve to send a load of firewood to every widow in The Dalles, where he lived. He "grub-staked" dozens of miners and gave many young men assistance in getting an education, besides giving most liberally to churches, schools and hospitals.

The spirit of adventure which brought him to the far west caused him to take a keen interest in the development of this new country. Enthusiasm and enterprise were his chief characteristics. He was captain of volunteers in the Cayuse Indian war of 1856 and learned to treat with the Indians skillfully. Up to the time of his death the Indian chiefs and their councils were wont to visit Mr. Humason at The Dalles to have him arbitrate their difficulties. He could speak some of their native languages and always expressed a true friendship for them.

As the county settled up Mr. Humason began the practice of law and became a skillful practitioner and a safe counsellor. His name will always be honorably connected with the early history of Oregon, and especially with that of Wasco county, as a most devoted and loyal pioneer. Orlando Humason died at the age of forty-six in The Dalles, Oregon, of Bright's disease, leaving a wife and four children. Another child, Lavilla, was born to him five weeks after his death.

In 1857, at Dufur, Oregon, Orlando Humason was united in marriage to Phoebe Maria Jackson, only daughter of Jonathan and Ann West Jackson. To them were born the following children: Clara Ann, who became the wife of John Breckenridge Waldo in 1877; John Allen, who died when seven years of age; Edward Jackson, who died at the age of twenty-six years; Ivan, who wedded Miss Harriet King Jeffrey on the 5th of September, 1888; and Elva and Lavilla, who remain unmarried. In September, 1881, after being a widow six years, Mrs. Orlando Humason married the late Frank Dekum, with whom she lived happily to the time of his death in November, 1894.

CAPTAIN FRANCIS BEDFORD JONES.

With the possible exception of the founders of the republic there is no class of men to whom the people of America are under deeper obligation than the pioneers. The men who opened the way to the comforts and conveniences of the twentieth century, whether as inventors, discoverers, pathfinders, Indian fighters, frontier settlers, navigators or founders of great business and commercial enterprises, deserve the imperishable gratitude of present and future generations. Without such men America would have remained a howling wilderness; with them, our country is the garden of the world and the hope of the oppressed in every clime. The sense of gratitude to the pioneers can scarcely be expressed in words, but it is witnessed in monuments of art in all the great cities, in the museums all over the land and in countless histories, handing down the deeds of the fathers to remotest generations.

Captain Francis Bedford Jones, president of the Willamette & Columbia River Towing Company, one of the largest maritime enterprises connected with the Pacific northwest, is a son of a pioneer and was himself one of the indomitable adventurers who made easy the paths leading to the present widespread prosperity in the northwest. Crossing the mountains to Oregon in 1853, the principal energies of his life have been devoted in subduing the difficulties inseparable

from settlement in any new country. As the evening of his career draws apace, he looks back upon a long life of activity, upon the shadowy forms of many who yielded in the struggle, upon the advance and the retreat, and at last the final victory in the permanent settlement of a vast region, insuring continued peace and prosperity.

Captain Jones was born at Detroit, Michigan, November 20, 1837. He is a son of Francis and Annie (Welch) Jones and on his father's side is a descendant of French ancestry, which settled at Detroit at an early day when the present beautiful city was a trading post. His grandfather was a brick manufacturer, being one of the first in that line of business at Detroit. Francis Jones, father of Captain Jones, was a native of Detroit and was a pioneer farmer of Jackson county, Iowa. Eleven children were born to Mr. and Mrs. Jones, eight of whom were born in Iowa, Francis being the fourth in order of birth. The California gold discoveries had attracted many fortune hunters and the stories of returning gold hunters as to the almost unexplored region of the northwest aroused great anticipations in the minds of many farmers and frontiersmen. Grave difficulties were in the way and hostile Indians threatened death to all comers; but the caravans began heading toward the Columbia and the movement has never ceased, even in the face of the most serious obstacles. Joining a party bound for the northwest, Francis Jones and his family entered upon the long wagon journey across plains, mountains and rivers to a new home in Oregon. Captain Jones was then a boy of sixteen years of age and he traveled a large part of the way on foot, driving the oxen and assisting in many ways in making the hardships as easy as possible to his mother and younger members of the family. An older son had traveled to California on the overland trail and later joined the family in Oregon. The caravan followed the old Oregon trail, which led through Fort Laramie to Snake river in Idaho. Here disaster overtook the party. The Indians swooped down in such numbers as to threaten to obliterate the entire caravan. It required a desperate fight in which men, women and even children participated before the savages were driven off. One member of the party lost his life in the attack and twenty head of cattle were killed or driven off.

Arriving at their destination, after many adventures, in the fall of 1853, Francis Jones spent two years at Oregon City and then settled on a farm in Clackamas county, where he continued to reside until his death, about 1878, at the age of sixty-five years. He was a man of strong will and determination, a good farmer and one who looked well to the interests of his family. The type which he represented has almost disappeared as the conditions no longer exist under which the hardy pioneers of mountain and plain were reared.

Captain Jones received the rudiments of an education in the district schools of Iowa. Contact with men and affairs has been the principal school in which he learned the lessons that finally brought him to his present responsible position. Soon after reaching Oregon he became interested in river matters. He assisted in the construction of a bridge over the Clackamas river. He served in the Indian war of 1855 and 1856, later working on farms in Clackamas county and engaging in farming on his own account in Polk county. There he remained until 1863. For two or three years he acted as contractor, freighting to the mines with jack trains, carrying flour, bacon and other provisions. At the close of this contract he returned to farming, conducting operations on Sauvie's island for four years.

The longing for the water, perhaps on account of his early days at Detroit, never entirely left his mind and the year 1872 marked the beginning of his career as a navigator, in which he has ever continued. He acquired an interest in a barge and began transporting cord wood from points on the Columbia and Willamette rivers to Portland, also carrying cottonwood to St. Johns. About the same time he bought his first steamboat the old side-wheeler Clatsop Chief, and also a scow, which was utilized in the transportation of wood. In 1878 the Clat-

sop Chief was struck amidships by a boat belonging to the Oregon Railroad & Navigation Company and sunk. This was quite a loss to Captain Jones, as he was unable to collect any damages, but he succeeded in raising the wreck, rebuilt the boat and made use of her for years afterward. About 1887 he built the steamer Maria and as time passed acquired possession of the Vulcan, the Gamecock, the F. B. Jones and the Engine. At the present time he is the owner of four steamers plying in the waters of the Pacific northwest. He organized the Willamette & Columbia River Towing Company in 1890 and has since been president of the company, of which William E. Jones, his son, is treasurer, and Maria L. Jones, secretary. The offices of the company are at 181 East Water street. The company also maintains a machine shop completely equipped for making all repairs upon its vessels. As stated above, Captain Jones has one son; he also has one daughter, Etta M., the wife of E. L. Politte, of Sunnyside, Oregon.

Beginning as a pilot on the river, Captain Jones was granted a master's license in 1877. He continued as master until 1905, when he retired but is still actively identified with the company of which he is the head. His son also holds a master's license and is one of the navigators whose operations are constantly being extended. Captain Jones takes a lively interest in all maritime matters and is recognized as one of the best informed men on the northwest coast in matters pertaining to water craft. He has been a witness of vast strides in commerce, and his sound judgment and active participation in business affairs has brought wealth and influence. A man of great energy, he has accomplished much important work that one of lesser capacity would have found impossible. It is men of intelligent comprehension and broad calibre that have built up the great business projects in the west and laid the foundations of successful enterprises on the shore of the Pacific. Among them prominently stands the subject of this memoir, Captain F. B. Jones.

J. S. HATHAWAY.

Fifty-eight years ago J. S. Hathaway came to the northwest and was identified with agricultural interests here until his death. His family are now living in Vancouver and well deserve to be mentioned among the honored and worthy pioneer settlers of this section of the country. Mr. Hathaway was born in Herkimer county, New York, on the 11th of January, 1824, and pursued his education in the schools of the Empire state. When he was a young man he accompanied his parents on their removal to Berrien county, Michigan, the family home being established in the vicinity of Niles, where he remained for some time.

In that locality Mr. Hathaway was married to Miss Isabella E. Bates, who was born in Ohio, May 7, 1827, a daughter of Dennis and Isabella (Brunson) Bates. The marriage of Mr. and Mrs. Hathaway was celebrated on the 27th of October, 1847, and they began their domestic life in Michigan, where they resided for about five years, leaving for the far west in 1851. They stopped in Illinois for the winter, remaining for several months with friends in that state and in the spring of 1852 they started on over the Oregon trail with ox teams, making the long and arduous journey across the plains and prairies and over the mountains to this section of the country. They left Illinois in March and traveling day by day arrived in Portland in October. The Rose City was then a little village of little commercial or industrial importance. It had a few hundred inhabitants and its home and business houses were situated near the river bank, while beyond to the west, south and north and across the river on the eastern bank of the Willamette there stretched mile after mile of pine forest. Mr. Hathaway and his brother Marshall built some of the first sidewalks in Portland in the winter of 1853-4. The walks were built by individuals and not by the city.

In the year following his arrival in the northwest, Mr. Hathaway removed with his family to Clarke county, Washington, securing a donation land claim about fifteen miles below Vancouver. He at once began to develop and improve this, making his home thereon until 1861, when he purchased two hundred and thirty acres of land four miles from Vancouver. There he followed farming until his death, which occurred January 12, 1876, when he was fifty-two years of age. He had shared in the hardships and privations of pioneer life and took active part in the early development, especially in the reclamation of wild land for the purposes of civilization. Mr. Hathaway was one of the first to embark in the dairy business and later became the largest dairyman in his part of the state. He made the first cheese that was marketed in Oregon and Washington. He also furnished Vancouver with water before waterworks were established, delivering the water in barrels regularly to his customers.

The family continued to reside upon the home farm near Vancouver until 1905, when the property was sold. There were nine children, of whom six are living: Hiel B., who is now located in Felida, Washington; Mrs. Abigail M. King, of Vancouver; Mrs. Emma J. Caples, of Vancouver; Orrin B., also of Vancouver; Alpha B. and Alfred O., twins. The former of Vancouver, and the latter of Washougal. There are now thirty-four living grandchildren. The family is indeed one of the older families of this section of the country and great changes have occurred during the fifty-eight years of their residence in the Columbia river valley. They can remember when nearly all teaming was done with oxen and when shipments were made by way of the rivers and the ocean. Long years passed after their arrival ere railroads were built, and it was a considerable period before it was no longer necessary to man the forts of this part of the country as a protection against the Indians. The Hathaway family have always borne their part in the work of general progress and improvement.

JOHN ANTHONY MILLER.

Among the men who have assisted in a marked degree in beautifying the city of Portland may be named John Anthony Miller, president of the Oregon Hassam Paving Company, who is one of the most extensive contractors in his line in the northwest. He was born in Saxony, Germany, August 26, 1868, and received a public school education in his native land. At the age of thirteen years he came to America, landing at the port of New York, and found himself in a strange country, unable to speak a word of the English language. But he determined that he would not allow this difficulty long to stand in his way and as opportunity presented he gained a thorough knowledge of the English tongue.

His first work was upon a farm in Michigan, where he remained for about two years and where he gained experience and knowledge which assisted him materially in later years. He next went to a logging camp and was there employed until 1889, being then attracted to Oklahoma, which, however, did not meet his expectations as a country for permanent abode. He arrived in Portland in August, 1889, and his earthly possessions at that time consisted of one suit of clothes which he was wearing and one dollar and seventy-five cents in money. He was looking for work and he found it.

In 1890 Mr. Miller became connected with street improvements and gained a favorable introduction to the business in which he has attained great success. He did the first brick street paving in Portland. This was on Burnside street, from Third to Sixth, and he also laid the first wooden block pavement on Fourth street, between Jefferson and Burnside streets. The company of which Mr. Miller is president owns the patents of the Hassam pavement, which is so extensively used in this city and the state. The first pavement in Portland was laid in 1907 on Hancock street, between Twenty-fourth and Twenty-seventh streets,



J. A. MILLER

and it is the opinion of experts that it bids fair to last for the next thirty years. At the present time the company has over one million dollars worth of contracts in the line of improvements, to which Mr. Miller is devoting his attention.

In 1895 he was married to Miss Martha Siebrandt, of Portland, a daughter of Peter and Eva (Kerber) Siebrandt, and four children have been born to them, of whom three are living: Leo W., Harold and Roland.

Mr. Miller takes the interest of a patriotic citizen in public affairs and has been a lifelong supporter of the principles of the republican party. He is president of the Sellwood Republican Club and a director of the Sellwood Commercial Club. In fraternal circles he holds membership in the Knights of the Maccabees. Among the worthy citizens of German parentage who have made Portland their home, Mr. Miller occupies a most honorable position and his career in a remarkable degree illustrates the changes that can take place within the space of a single life time. He has literally won his way. He has allowed no obstacle to daunt him and before his invincible determination the greatest difficulties disappear. His life is a complete refutation of the statement that circumstances make the man. Rather is it an absolute proof that man makes circumstances and the human will, backed by discernment and sound judgment, is the greatest power in the world.

WILLIAM SARGENT LADD.

With the passing of time events take their true relative position, the trivial and unimportant drop out of sight and those which have permanent value loom larger as their real worth and scope become known and recognized. Among the builders of Oregon was William Sargent Ladd, the value of whose life work cannot be fully estimated until the projects which he instituted and the measures which he promoted have reached their full fruition as elements of growth and progress. He was one of the first merchants and the first banker, and he became a factor in the organization of the extensive business concerns which met modern conditions of trade and commerce in a rapidly developing section of the country. The permanency of his work is becoming more and more apparent.

Mr. Ladd arrived in Oregon in 1851, when a young man of about twenty-five years. He was born in the town of Holland, Vermont, October 10, 1826. Research into the history of early England shows that the name Ladd or Lade is of Kentish origin and that it was found originally only in the counties of Kent and Sussex. Records show only one family of Ladd previous to the seventeenth century. The estate of Bowyck, in the parish of Eleham, was the residence of the Ladds prior to the reign of Henry VI, and was in their possession until 1601. In 1730 John Ladd was created a baronet by George II. The first of the name in this country of whom there is record is Daniel Ladd, who arrived in New England in 1623. In 1678 a John Ladd came to New Jersey with a number of friends. He was a surveyor and was employed by William Penn in laying out the city of Philadelphia.

Nathaniel Gould Ladd, the father of William S. Ladd, was a New England boy who, owing to limited financial restrictions, was forced to provide for his own education. His earnest labor enabled him to meet his expenses as a student in the medical department of Dartmouth College and in time he became a leading and prosperous physician. He was a man of strong character, of decided views, and in antebellum days a stalwart advocate of the abolition cause. He married Abigail Kelley Mead, a native of New Hampshire and a representative of one of the old New England families. They removed to Sanbornton Bridge, New Hampshire, when their son William was a lad of seven years, and there he attended the public schools and the academy, devoting the winter sessions to study and the summer months to labor. When he was fifteen years of age his father

secured him work as a farm hand and later the father put him to work upon a fifty-eight acre tract, which he had purchased. When nineteen years of age William Ladd began teaching in the country schools. His father wished him to study medicine and was amply able financially to send him to college, but he desired that he should make his own way, believing that he would in this manner better develop his powers and ability by early becoming self reliant and independent. The father's plan for the young man's future, however, did not meet with the latter's cooperation, else the northwest, perhaps, would have lost one who to the time of his death was a most prominent figure in this section of the country. Following the completion of the Boston, Concord & Montreal Railroad William S. Ladd secured a position in the freight house in his home town, was soon promoted to the position of freight agent and later was sent to the head of the line and put in full charge of the freight department. A month or two afterward, however, he was returned to Sanbornton Bridge because, as he later learned, the superintendent feared his rapid rise, dreading this lest it should mean his own deposition. This return to his old home was a matter of dissatisfaction to Mr. Ladd, and he determined to come to the northwest, reading having made him largely familiar with the opportunities and advantages that might here be secured. Moreover a former schoolmate, Charles Elliott Tilton, had located in San Francisco, where he was selling goods shipped to him by a brother in the east, and a merchant of Sanbornton Bridge, after purchasing a stock worth thirty-five hundred dollars, had brought his goods to Portland and sold them for ten thousand dollars. These things influenced Mr. Ladd to try his fortune in the northwest, and on the 27th of February, 1851, he sailed from New York for San Francisco.

Reaching the latter city he attempted to influence his former schoolmate, Mr. Tilton, to engage in merchandising with him. Failing in this, he came on to Oregon alone, bringing with him a few goods, after which he conducted a small store until his stock was sold. He then traveled through the country, buying chickens, eggs and produce, and on his return to Portland secured a position with Mr. Goodkin, who had just arrived from the east with a shipload of merchandise. Mr. Ladd made one thousand dollars by his labors in that connection, and invested the money in a small stock of goods, the sale of which brought him twenty-five hundred dollars. In July, 1852, he made a trip to San Francisco to form a partnership with Mr. Tilton, and on the return trip brought sixty thousand dollars in gold coin for Mr. Goodkin, carrying it in his stateroom to save freight. Soon afterward an oilcloth sign announced that "W. S. Ladd & Company" had placed on sale the remainder of Mr. Goodkin's goods and for many years thereafter Mr. Ladd was closely associated with mercantile interests in this city, being joined a year after the organization of his business by his brother, John Wesley Ladd.

Before leaving New Hampshire Mr. Ladd had become betrothed to Caroline Ames Elliott, and in 1854 sent for her to join him. She sailed from New York on the 28th of September, and upon her arrival at San Francisco was met by Mr. Ladd and they were married there on the 17th of October, arriving in Portland on the 6th of November. Mrs. Ladd had descended on the maternal side from the Ames family, founded in America by three brothers, her direct ancestors being the one of the three who settled in New Hampshire. The Elliotts were also early colonial settlers of the Old Granite state and both families were of pure English origin. Her parents were Ira Elliott and Rhoda Ames.

Having brought his bride to Portland and thus established his home in this city, Mr. Ladd bent his energies with renewed energy to the conduct of the business which was continued under the style of Ladd & Tilton until 1855, when he purchased his partner's interest. Mr. Tilton then returned to the east but about three years later again came to Portland and desired to buy an interest in the business, but the partnership was not entered into as Mr. Ladd had already made his brother, John Wesley Ladd, a member of the firm. The next spring, how-

ever, he sold out and formed a partnership with Mr. Tilton, opening the first bank in Portland in April, 1859. The original capital was fifty thousand dollars, which in 1861 was raised to one hundred and fifty thousand dollars, and within a few years became one million dollars. Upon the dissolution of the partnership on the retirement of Mr. Tilton in 1880 the bills receivable of the bank amounted to two million, five hundred thousand dollars. Ten years later none of these were outstanding and over one hundred thousand dollars previously charged to profit and loss had been collected. From that time forward dividends were paid and the bank has long been recognized as one of the strongest financial institutions of the coast country.

Banking constituted the most important feature of the business activity of Mr. Ladd, and yet he extended his efforts into various other lines that contributed largely to the upbuilding of the city as well as to individual success. He was the second largest subscriber to the stock on the organization of the Oregon Steam Navigation Company, which was formed in 1862 and capitalized for two million dollars. He was active in its control until it passed into the hands of Jay Cooke and his associates, and when the firm of Jay Cooke & Company failed Mr. Ladd and others repurchased the business which in due time was sold to the Oregon Railway & Navigation Company. In early days he contributed to the work of testing the extent and quality of ore in the property now owned by the Oregon Iron & Steel Company. He became extensively interested in farming properties and was the owner of several valuable tracts of land in Multnomah, Clarke and Washington counties. He did much to stimulate the agricultural development of this region and was president of the board of regents of the Agricultural College at Corvallis. He became early interested in the importation of thoroughbred horses, cattle, sheep and hogs and in the breeding of Guernsey and Jersey cattle and had upon his Broad Mead farm the finest herd of shorthorns on the Pacific coast. As few men have done he seemed to possess the ability to recognize a favorable opportunity and the courage to utilize it. He became one of the principal promoters of the Oregon Furniture Manufacturing Company, which began the manufacture and sale of furniture on the 1st of April, 1874, and now controls one of the leading houses on the coast. He was one of the promoters of the Portland Flouring Mills Company organized in 1883, after a disastrous season to the flour mills of Oregon, in which most of them had become indebted to Mr. Ladd. He then purchased all of the larger plants and combined them in one corporation under the name of the Portland Flouring Mills Company, which is today one of the most extensive enterprises of this character on the Pacific coast. He was likewise instrumental in organizing the Portland Gordage Company in 1888, was also a vessel owner and engaged in shipping along the coast.

Aside from activities and business enterprises which promoted his individual success in a substantial measure, he was identified with many movements which were of far-reaching benefit to Portland. He became a member of the water commission which was formed by law in 1886, empowering the city to issue bonds to the amount of seven hundred thousand dollars to build a plant. Wherever the spirit of progress pointed the way for activity and development he followed its lead. He became directly responsible for the building of the Portland Hotel, which was completed in 1890, and he was one of the first contributors to the Portland Library fund. His championship of the cause of education was manifest in his generous gift thereto, which included a scholarship in the University at Salem and the endowment of a chair in the medical department of the State University at Portland. In 1886 when the Presbyterians on the Pacific coast were attempting to raise fifty thousand dollars for their theological seminary at San Francisco he endowed the chair of practical theology for that amount on condition that the synod of California endow another chair for the same amount, which was done. He had been reared a Methodist but in 1873 joined the Presbyterian church. Mr. Ladd was associated with Henry

Corbett and Mr. Failing in selecting the grounds and furnishing the funds for improving the Riverview cemetery. On attaining his majority he gave his political allegiance to the democracy until 1864, when he supported Abraham Lincoln and thereafter was a republican at national elections but cast an independent local ballot. The only office he ever held was that of mayor of Portland in 1854.

Unto Mr. and Mrs. Ladd were born seven children, of whom five are living: William M.; Charles Elliott; Helen Kendall, the widow of Henry J. Corbett; Caroline Ames, the wife of Frederic B. Pratt; and John Wesley. The death of Mr. Ladd occurred January 6, 1893. He always ascribed his success largely to his wife's cooperation and sympathy. They were as one in their various interests. Mrs. Ladd took a very prominent part in promoting educational, charitable and religious work, Mr. Ladd continuously furnishing her the funds necessary for her gifts in those lines. He ranked with those men whose success is not measured alone in material gain, but also in the respect and honor accorded them by their fellowmen. His prominence was never self-sought, but came to him because of his remarkable business ability, his genius for organization and his aptitude for successful management. Moreover he fully recognized and met the obligations and responsibilities of wealth and Portland had no more loyal supporter or ardent advocate than William S. Ladd. His work has indeed been an element in the city's upbuilding and his example is a standard of activity, enterprise and successful accomplishment which may well stimulate the efforts of the ambitious who seek success in the legitimate fields of business.

LOYAL E. KERN.

Portland was but a comparatively small town with limited trade interests and with no railroad connections when Loyal E. Kern started upon life's journey here. His birth occurred January 19, 1862. His parents were John W. and Sarah (Kelly) Kern, a sketch of whom appears elsewhere in this volume. He is a grandson of William Kern, who came to Oregon in 1851 and located with his family in Washington county after a brief period spent in Portland. He established a sawmill near Beaverton, Oregon, but three years later returned to Portland and followed the saddler's trade for some time. Subsequently, however, he secured and located upon a donation claim of three hundred and twenty acres in Multnomah county, two miles southeast of the city. The death of William Kern occurred when he was eighty-three years of age and thus passed away one of Portland's prominent pioneers.

Loyal E. Kern has since witnessed the growth and progress of the city and feels a justifiable pride in what has been accomplished. His education was acquired in the public schools, attending what was then called district school No. 2, but is now known as the Clinton Kelly school. His youth was passed upon his father's farm and when he had attained his majority he began agricultural pursuits on his own account, devoting six years to the cultivation of the old home place. He then turned his attention to industrial interests and in the spring of 1890 began the manufacture of brick on what is now Powell street, near Fortieth, utilizing horse power at the inception of the business. Improvements were made in keeping with the progressive spirit of the times and in 1900, when he removed the plant to Twenty-eighth and Division streets, he introduced steam power and equipped the plant for the production of twenty thousand brick per day. Still his facilities were inadequate to meet the demands of his trade and in 1902 he established another plant at the corner of Forty-first and Division streets, which had a capacity of twenty-two thousand brick per day. In 1907 the plant at Thirty-third and Tillamook streets was established with a capacity of forty thousand brick per day, operated by electric power and it is the longest soft mud yard in the state. In his especial field Mr. Kern is thoroughly at home, his

long experience and close study of the methods of manufacture enabling him to do a work that has brought substantial returns. He is a member of the V. K. Brick Company, of which he is manager, and is a director of the Coin Machine Company.

On the 24th of October, 1883, in Portland, Mr. Kern was united in marriage to Miss Helen M. Hawes, a native of Ontario, Canada, and a daughter of Daniel Hawes, who was born in Suffolk, England. Her father, a farmer by occupation, married Elizabeth Brady, who was born in Antrim, Ireland, and was a daughter of William Brady. Mr. Hawes came with his family to the northwest, settling in Portland. The marriage of Mr. and Mrs. Kern has been blessed with six children: Ethel, Bessie, Harriet Beatrice, Mary Helen, Emily Ramona and Lowell E. The youngest daughter died in April, 1902, at the age of eight years. Ethel is now the wife of G. W. Hendricks and Bessie is the wife of T. Irving Patton, by whom she has two children, Helen Elizabeth and a baby girl.

Mr. Kern has always given his political allegiance to the republican party but without desire for office. He belongs to the Woodmen of the World and to the Native Sons of Oregon, and also holds membership with the Chamber of Commerce, being an active supporter of its movements to further the interests of Portland in many ways. Both he and his wife are members of the Westminster Presbyterian church, of which he is one of the trustees, and they are both especially interested in the Babies Home, the Boys and Girls Aid Society, the Detention Home and other allied charities.

RICHARD R. HOGE.

Richard R. Hoge, the simple weight of whose character and ability has brought him into prominent relations with the industrial and financial interests of Portland, is the manager for the Carnegie Steel Company at this point. Born December 23, 1855, in Chicago, Illinois, he is a son of Abraham H. and Jane C. Hoge, and a grandson of the Rev. Thomas Hoge, who was the founder of the Little Washington College of Pennsylvania, and head of the Pennsylvania branch of the family. His brother, the Rev. Moses Hoge, of Richmond, was the son of the founder of the Virginia branch of the family. Abraham H. Hoge became one of the pioneers in the manufacture of iron at Pittsburg and in 1848 removed to Chicago, where he founded the business of Gates & Hoge, from which sprung the firm of Frazer & Chalmers, later merged into the Allis-Chalmers Company.

Richard R. Hoge supplemented his early education by study in Newell Institute of Pittsburg, Pennsylvania. He was a boy among boys, interested in the sports that usually occupy youthful attention until he reached the age of sixteen, when he entered business life and has since largely concentrated his time and energies upon the duties that have devolved upon him in industrial and financial connections. He has been associated with the steel industry continuously since 1871, and in January, 1891, located in Portland, where he is now manager of the Carnegie Steel Company. He also figures in connection with financial matters in this city, being identified with the Columbia Life & Trust Company and the Equitable Savings & Loan Association. Gradually advancing through intermediate positions he has come to be recognized as one of the foremost representatives of the steel trade in the northwest, his initiative spirit proving a potent element in the success of the business in Portland, his policy being always one of constructive measures while his keen discrimination in determining the essential factors in business has constituted another forceful element in his success.

On the 6th of September, 1883, in Monmouth, Illinois, Mr. Hoge was united in marriage to Mrs. Harriet H. Sansbury, by whom he has one daughter, Jane E., born in 1894. By her former marriage, Mrs. Hoge also had a daughter, Alice H. Sansbury who died in Portland in December, 1909.

Mr. Hoge's military record is confined to service in the Boys' Zouaves of Chicago, which company acted as escort in conveying the remains of President Lincoln through that city on the journey from Washington to Springfield, and in welcoming General Grant upon his return from the front at the close of the rebellion. He has always been a stalwart republican in his political views, but has confined his efforts to work in the ranks without desire for office in recognition of his party fealty. Any movement of vital interest to municipal affairs has found in him a cooperant factor and his standing among Portland's prominent business men is indicated by the fact that in 1906 he was elected to the presidency of the Chamber of Commerce, and was also made chairman of the finance committee of the San Francisco Relief fund. He has ever preferred, however, that his public service should be done in a private capacity, and while less spectacular, it has been none the less effective and beneficial. He holds membership with the Episcopal church but with no other society.

FRANK L. MELVIN.

The practice of law and a real-estate and timber land business claim the attention and calls forth the energies and initiative spirit of Frank L. Melvin, whose orderly progression has brought him to a place among the men of affluence in Portland. He was born in Highland county, Ohio, on the 11th of February, 1867, and has been a resident of Oregon since the 22d of June, 1889, arriving here when a young man of twenty-two years.

His father, George A. Melvin, was born in Mississippi, August 4, 1836, and following his mother's death, which resulted from yellow fever, he went to live in Indiana. After the outbreak of the Civil war he joined Company B of the Thirty-third Indiana Volunteer Infantry in August, 1861, and after serving three years reenlisted and continued with that command until the close of the war, doing active duty at the front in defense of the Union cause. He married Sarah L. Hardy, of Leesburg, Highland county, Ohio, in 1864, while home upon a furlough. Mrs. Melvin was born in Highland county, Ohio, January 26, 1842, and now resides in Hutsonville, Illinois. The death of George A. Melvin, however, occurred on the 14th of January, 1899.

Frank L. Melvin was largely educated in the common and normal schools of Illinois and in early manhood did mill and railroad work. He afterward engaged in selling machinery and, thinking to enter the legal profession, took up the study of law. Having largely mastered the principles of jurisprudence in its relation to land law he was admitted to practice in the land department. He has taken part in some hotly contested legal controversies which have called for mental alertness and ready adaptability as well as comprehensive knowledge of legal principles and precedent. He has been a resident of Portland for twenty-one years and through much of this period has operated in his present line. The rapid growth of the northwest provides an excellent field for the real-estate man who, carefully watching the signs of the times, can place his investments and safeguard the interests of his clients in such a manner that his labors will be attended with substantial success.

On the 9th of March, 1898, Mr. Melvin was married in Portland, Oregon, to Miss Anna M. Niedermark, who was born in St. Louis, May 25, 1870, and came with her parents to Oregon in 1873, settling on a homestead claim of one hundred and sixty acres at Eagle Creek in 1874. Her father, Frederick A. Niedermark, was born in Germany, December 22, 1837, and came to America in 1854. He served in the Third Illinois Cavalry for three years and one month and was married at St. Louis, Missouri, in December, 1866, to Miss Caroline L. Kottmeyer, who was born in Germany, December 15, 1846, and was brought to the



FRANK L. MELVIN



United States in 1852. Mr. and Mrs. Melvin have become the parents of a daughter, Anna Leah, born in Portland, September 2, 1899.

Mr. Melvin is a republican, although holding to somewhat independent political views on various questions. He has taken part in some hotly contested political fights and his position is never an equivocal one, for he stands fearlessly in support of what he believes to be for the best interests of the city and the commonwealth. He has twice filled the office of adjutant in a fraternal military organization and was once elected to the rank of colonel. He holds membership with the Sons of Veterans and the Knights of Pythias, has filled the various chairs in both organizations and has represented both in the grand lodges on numerous occasions. He has traveled extensively in Oregon, Washington, Idaho and California in behalf of important business interests and is thoroughly imbued with the progressive spirit of the Pacific coast country. He has closely studied the resources of the west and his enthusiasm concerning this section of the country is based upon thorough knowledge of what has been done and is being accomplished as well as of future possibilities for the further development of this region.

HANCE S. TUTHILL.

Hance S. Tuthill, president and general manager of the Oregon Casket Company and prominently identified with other business enterprises of Portland, has for many years been a resident of the city and is known as one of its active and successful business managers. He was attracted to the northwest on account of its resources, and the possibilities which years ago he foresaw have been more than realized. He is a native of New York state and was there reared and educated, receiving a preliminary training at home and in the public schools—the great university of the people, from which many of the leaders in all legitimate lines of business have gone forth to careers of usefulness and honor.

Mr. Tuthill heeded the advice of the respected editor of the New York Tribune and at Kansas City he gained a knowledge of the manufacture of caskets, which was further perfected in California. He learned all the details of the business and became a practical casket manufacturer, which, in its various branches, requires years of experience. He was appointed manager of the Oregon Casket Company in 1891 and continued uninterruptedly in that position until 1908, when he was advanced to the office of president, also retaining the title of general manager. The headquarters of the company are at 101 Fifth street, North Portland. The company occupies its own building, a five story brick structure, with a foundation area of fifty by one hundred feet and provided with all modern facilities for manufacturing upon an extensive scale. The building was erected in 1898 in response to urgent demand for larger accommodations. The company gives employment to twenty-six persons and the products of its factory are distributed all over the northwest and in the interior. The reputation of the company is second to none in a similar line elsewhere in the United States and its management has always been characterized by principles which have gained success as applied by the best business houses. Mr. Tuthill has also found time to engage in other avenues for expression of his energy and constructive business talent, which is of more than ordinary capacity. He began the jobbery of jewelry in 1903 and is president of the H. S. Tuthill Company, a growing concern which is already turning out an attractive line of jewelry and meeting a demand from a large territory. In this as in any other enterprise with which he is identified Mr. Tuthill has shown a capability that yields abundant returns and gives promise of a much larger field in the future. He is thoroughly practical in business affairs and has an established reputation in business circles for sound discernment and safe judgment.

Mr. Tuthill was happily married to Miss Gertrude Whiting, of Chicago, and the union has been blessed by the arrival of two handsome daughters, Helen and Ruth. Mr. Tuthill is a lover of his home and is never so happy as when in the peaceful domestic circle, where cares of business are never introduced, or dispensing hospitality in his handsome residence to friends and acquaintances. The New York boy has become the adopted son of one of the richest and most progressive states of the Union and here he has won an honorable place as a substantial business man and a competence with which to make easy the declining years of a busy life.

VANCOUVER TRUST & SAVINGS BANK.

The moneyed interests of Vancouver are worthily represented in the Vancouver Trust & Savings Bank, which although one of the newer institutions of the city, has been organized in accordance with modern and progressive ideas of banking and at the same time with due regard to that conservatism which fully protects the interest of the institution and its depositors. This bank was organized in 1909 with E. F. Bouton as president; Frank Eichenlaub as vice president and cashier; and O. F. Zumsteg as assistant cashier. The directors, in addition to the officers, are James P. Stapleton, A. H. Fletcher, F. H. Perkins, J. G. Winters, George M. Weigel, R. D. Alton and J. W. Aldrich. This is the only savings and trust bank in southwestern Washington and it is building up a good business in its various departments. The bank is capitalized for thirty thousand dollars and its deposits now amount to one hundred and forty thousand dollars. It now occupies its own home at 509 Main street—a two story brick building which was purchased in March, 1910. This building was formerly owned by the Vancouver National Bank.

JEREMIAH H. GLASS.

Jeremiah H. Glass is one of the leading business men in the suburban town of Portsmouth, where he is carrying on a general mercantile enterprise as the senior member of the firm of Glass Brothers & Company. He was born in Blair county, Pennsylvania, October 18, 1851, and is a son of David F. and Sally S. Glass. The father is now deceased, but the mother is living at the age of seventy-nine years.

Mr. Glass, of this review, was a resident of Pennsylvania until about thirty years of age. The first sixteen years of his life were spent upon his father's farm in Blair county, after which the family removed to Martinsburg, Pennsylvania, where the father engaged in the lumber business. The educational opportunities of the son were limited. When leaving the farm in the spring of 1870 he was taken ill with typhoid fever and on recovering sufficiently to be about a neighboring farmer, Powell Rhodes, invited him to spend the summer on his place, mostly to regain his health. He accepted this kind offer and in a few weeks was able to assist in the work of the farm, which he did until the fall term of school opened. During that winter he pursued his studies for about four months, making his home during that period with George Buttersbaugh, a farmer living near Martinsburg, Pennsylvania, tending to and feeding the stock upon the farm as payment for his board. In the following spring his father removed to Roaring Spring, Pennsylvania, where he was employed in the paper mills, and Jeremiah H. Glass also secured a position in that mill, remaining there for about two years. In 1873 David F. Glass went with his family to Altoona, Pennsylvania, and found employment as a carpenter in the shops of

the Pennsylvania Railroad Company at that place. Jeremiah H. Glass also entered the service of the company at that place. Jeremiah H. Glass also entered the service of the company as assistant storekeeper in the paint department and while thus employed he supplemented his somewhat meager education by attending night school. In 1875 he left the railroad service to attend business college, from which he was graduated and received a diploma. He next engaged in teaching school for nine months and occupied various other positions.

In the meantime Mr. Glass was united in marriage to Miss Anna M. Clay, of McVeytown, Pennsylvania. Leaving the east in 1881, he went to the middle west and settled at Index, Cass county, Missouri, where, in company with his two brothers, Josiah and Herman, he established a shop for the conduct of a carriage, wagon making, blacksmithing and general repair business. In 1883, when a railroad was built within six miles of Index, the town was deserted and the inhabitants removed to a new village on the railroad line, to which was given the name Garden City. The brothers could not realize twenty-five per cent of the capital invested in their plant and Josiah, becoming discouraged, left the firm but Jeremiah H. and Herman determined to try again. They bought property in the new town and built shops, where they carried on a good business for a year. Like many a western boomed city the place did not prosper and in 1884 our subject accepted a position which had been offered him by the Roanoke Machine Works at Roanoke, Virginia, where he was given full charge of the stock-rooms of the paint department. In the meantime his brothers had made a wiser choice and had come to Portland, Oregon. They wrote him favorable accounts of the great west and their letters induced him to seek a home on the Pacific coast.

It was on the 30th of May, 1891, that Mr. Glass arrived in Portland. He soon afterward located in Upper Albina, East Portland, and was employed by the Willamette Iron Works for about a year. Subsequently he took up his abode on the peninsula in Portsmouth and engaged in general contracting and carpentering work, erecting a number of building in and near that suburban town. He was thus identified with building operations until 1893, when the widespread financial panic which involved the country caused a cessation of building operations here as elsewhere. Mr. Glass then secured a position with the Northern Pacific Terminal Company as car repairer and in a few months was promoted to the position of coach carpenter, which he held until August, 1906, having special charge of the Southern Pacific passenger trains arriving in Portland. In the meantime his two sons, Roy W. and Guy, had completed their education and were anxious to get into some kind of business. Their father, therefore, opened the present store in 1904. It was at first a small enterprise, the stock being valued at only nine hundred dollars. But close attention to business and progressive methods have developed the trade to its present proportions and the firm now carries a stock worth seven thousand dollars. Since 1906 Mr. Glass has devoted his attention almost exclusively to the management of his mercantile interests in which he is associated with his sons. He also owns several properties in Portsmouth and is a stockholder in the Willumbia Hall Association which was formed to build an office building, there being no structure of that kind in Portsmouth. The same public-spirited citizens, recognizing its need, have purchased a site and are preparing plans for the erection of what will be a modern brick and cement building, thoroughly equipped, and will also contain a hall for public meetings, the ground floor being for storerooms and banks.

Unto Mr. and Mrs. Glass have been born two sons: Roy W., who is a graduate of the Oregon State University; and Guy, who married Nettie Beard and has one son, Arthur, now in his second year. The family are well known in the section of the city in which they reside and Mr. Glass is recognized as one of the most prominent and influential residents of Portsmouth. He is a charter member of the United Artisans and from the age of eighteen years has been a faithful and devoted member of the Methodist church in which he is now serving as

class leader. He was also made teacher of the adult Bible class and after being in charge for a few months he, with the assistance of about fifteen members, succeeded in reorganizing it on the new movement plan and received a charter of recognition from the international Sunday schools. It now has a membership of about fifty and Mr. Glass is the author of a plan for teaching a Sunday school lesson which is conceded to be one of the best used by Bible class teachers. He deserves great credit for what he has accomplished, for with no special advantages at the outset of his career he has worked his way steadily upward by reason of his energy, determination and force of character.

JOHN TUCKER SCOTT.

John Tucker Scott was the head and progenitor of that branch of the Scott family in Oregon that has figured prominently in the history of the state. He was born in Washington county, Kentucky, February 18, 1809, and died at Forest Grove, Oregon, September 1, 1880. His parents, James and Frances (Tucker) Scott, were Kentucky pioneers, having removed to that state from North Carolina in the early years of the nineteenth century. Their parents had been among the early settlers of North Carolina, hence the spirit of adventure, the restless spirit that urges men to be up and doing, which in our time and place is known as the pioneer spirit, was his heritage from at least two generations. He left the wilderness of Kentucky in which he was born when a youth of seventeen years. A physical giant, he contended with the forces of nature in his young manhood. Fatigue, sickness and discouragement were to him unknown. Of strong will and persistent purpose, he took no account of obstacles. His father became the first settler of Groveland township, Tazewell county, Illinois, where a man of sturdy integrity and much energy, of keen judgment and unflagging interest in public affairs, he soon became a leader in and authority upon all matters pertaining to the general welfare of the frontier community. His wife possessed boundless courage to which was added the gentle, womanly forces that make and adorn the home. Energetic and ambitious, she stood for the highest ideals in the development of the characters of her children.

Of the seven children born to James Scott and Frances Tucker, his wife, on the frontier of the middle west John Tucker Scott was the eldest and the only son with the exception of a brother who died in early manhood. He was married October 22, 1830, in a little two-room cabin, then the home of the Rev. Neill Johnson, in the wilderness and near the present site of the village of Fremont, Illinois, to Miss Anna Roleofson, whose parents were pioneers of Kentucky. In Henderson county, that state, Mrs. Scott was born July 22, 1811. She was of German and Irish stock, her father, Lawrence Roleofson, being of German parentage, and her mother, Mary Smith, of Irish descent. Of strict integrity, deep piety and an absolute devotion to duty as they saw it, these immediate progenitors of the Scott family on the maternal side stood for the qualities that underlie the American home and, through the home, the American nation. Earnest, self-denying, enduring, absolutely uncomplaining, Mrs. Scott lived her short span of a little less than forty-one years, and died in the wilderness, a victim of untoward circumstances and inhospitable environment. Her death occurred June 20, 1852, on the old emigrant trail in Wyoming, about eighty miles north of Cheyenne. Taken ill at daybreak, with a malady known as "plains cholera," an ailment that would have readily been dispelled had proper remedies been available, she died at sunset on a June day, in a wilderness surpassingly beautiful but "lone as the sea 'round the northern pole." Her husband and nine children stood beside the grave into which her uncoffined body, tenderly wrapped in simple cerements, was lowered to rest. Her life was a sacrifice to the pioneer spirit that has been a blessing to civilization, though, alas, a sore trial to

the women who were thus led into the wilderness. To her family she left the heritage of a saintly memory.

Of the nine children who started with John Tucker and Anna Scott to Oregon by the ox team route in 1852, three having previously died in infancy, the youngest, William Niell, died en route at the age of four years and, like his mother, was buried by the roadside in what is now Baker county, a few miles from Durkee. The remaining children with their father reached Oregon City late in October, 1852. They pushed on a few miles further up the valley and after sojourning a few weeks at the home of Neill Johnson, of French Prairie, passed on to La Fayette, Yamhill county, where the first home of the family in Oregon territory was set up.

Of the eight surviving children the eldest, Mary Frances, was married August 16, 1853, to Amos Cook, a pioneer of 1840, who died at the family home near La Fayette, Yamhill county, February 6, 1895. His widow is still a resident of Portland. They had six children: Lillian, the wife of W. P. Olds; Agnes, wife of Judge W. L. Bradshaw of The Dalles; Maude, wife of F. P. Young; Pearl, who resides with her mother; and two who died in infancy.

Abigail Jane Scott, the second daughter of John Tucker Scott, was married August 1, 1853, to Benjamin C. Duniway, who died August 4, 1895. They had six children: Clara, who became the wife of D. H. Stearns and died January 26, 1886; Willis Scott, of Salem, Oregon; Hubert R., of New York; Wilkie C. and Ralph R., both of Portland; and Clyde Augustus, president of the University of Montana at Missoula.

Margaret Anne, the third daughter, was married in April, 1854, to George W. Fearnside and died September 28, 1865, leaving five daughters, of whom the following survive: Mrs. A. B. Eastman, of Vancouver, Washington; Mrs. Charles Smith, of Los Angeles; and Mrs. E. M. Philebaum, of Sunnyside, Washington.

Harvey W. Scott, the oldest son, long editor of the Oregonian and one of the distinguished men of the northwest, is mentioned at length elsewhere in this volume.

Catharine Amanda, the fourth daughter, was born November 30, 1839, and was married June 23, 1857, to John R. Coburn.

Harriet Louisa Scott, the fifth daughter, was born March 9, 1841, and on the 25th of November, 1856, became the wife of William R. McCord. Of their six children four are living: Dora, the wife of L. R. Archer, of Aberdeen, Washington; Jessie, living with her mother in Portland; Myrtle, the wife of Philip Huf of Seattle; and James Sterling, of Portland. Her second husband was Isaac Palmer, who died in 1907.

John Henry Scott, born October 1, 1845, died May 1, 1863, a young man of great promise.

Sarah Maria Scott, born April 22, 1847, was married June 23, 1869, to J. M. Kelty, who died November 24, 1901. Her four children are Paul R., Carl S., Mrs. Edith M. Alderman and Mrs. Emily Q. Riesland, all of Portland.

John R. Coburn, who, on the 23d of June, 1857, married Catharine Amanda, the fourth daughter of the Scott family, was born in Morgan county, Ohio, July 5, 1830, and when twenty-two years of age came to Oregon territory. For many years he was identified with steamboat building on the Willamette river above the falls, and in business circles as in private life was recognized as a man of industry and probity. He died at Canemah, the family home, July 15, 1868, leaving four daughters, only one of whom is now living, Ada, the wife of Albert Hawkins, of Clarke county, Washington. His other descendants are Dennis Coburn Pillsbury, a grandson, and Jean Catharine Slauson, a granddaughter.

When Catharine A. Coburn, in 1868, was left a widow with four young daughters, and confronted the necessity of earning a livelihood, she took up the work of teaching in a district school in Canemah, Clackamas county, where she remained until 1872. In March of the latter year, she removed to Forest Grove, where she was principal of the public school for two years, and in 1874 she

came with her four young daughters to Portland, where her children became pupils in the public schools. Mrs. Coburn became associate editor on the *New Northwest*, a journal that espoused the cause the equal suffrage, and was owned by her sister, Mrs. Abigail Scott Duniway. She continued in this position for five years, when she became editor-in-chief of the *Portland Daily Bee*, a newspaper owned by D. H. Stearns. She occupied this position two years, leaving it in 1879 to become editor of the *Portland Evening Telegram*. After seven years in that connection she was transferred to the editorial staff of the *Oregonian*, where she still remains. Her life has been one of extraordinary industry and unconquerable energy. Its trials, hardships and sorrows have been many, but she has maintained throughout a cheerful, determined spirit, and now at the age of three score and ten years writes daily with the vigor characteristic of her family.

Mrs. Coburn has lived in Portland continuously since 1874. Besides her editorial work, from the proceeds of which she has maintained herself and brought up and educated four children and two grandchildren, she has been active from time to time in temperance, charitable and educational work. She was, in the time when the Order of Good Templars was active in Oregon, grand secretary of the grand lodge of that order and conducted the large correspondence incident to that office. She served some years as lodge deputy in organizing and reorganizing lodges and held at various times the higher offices in the subordinate lodge, to which she belonged. She was one of the founders of the *Portland Woman's Union*, an organization that maintains a boarding home for working girls and women in Portland, and served for a time as its president. She was for many years a member of the board of managers of the *Baby Home* and for a time occupied a similar position toward the *Florence Crittenton Home*. She is a member of the *Oregon Pioneer Society* and has been for years, worked with the woman's auxiliary of that organization, and was active with the late Mrs. Card and others of the floral section of the *State Horticultural Society* in instituting the first chrysanthemum and rose shows in Portland. She is much interested in the public schools of the city, never fails to cast her vote at the annual school elections, and is president of the board of trustees of the *Allen Preparatory School*. Mrs. Coburn is one of a fast vanishing band who has seen Portland grow from the village and neighborhood stage to a prosperous and populous city, and it is not too much to say that she has enjoyed every step of the progress she has witnessed, aiding it all along the line by her pen as well as by personal efforts.

JUDGE LA FAYETTE MOSHER.

Judge La Fayette Mosher, participating in the Indian wars of the northwest, sitting as justice of the supreme court, aiding in framing the laws of the commonwealth as a member of the state legislature, cooperating in the movements for social and moral progress, left the impress of his individuality indelibly upon the history of Oregon. Recognized as one of the foremost men of the northwest, presidential appointment bestowed public honors upon him—honors which he bore with dignity and becoming modesty. Broad-minded, he was deeply interested in the welfare of every section of the country, but his interest centered in the state of his adoption and he predicted for Oregon a glorious future. He took up his abode within its borders in 1853, being at that time a young man of twenty-eight years.

His birth occurred September 1, 1824, at *Latonia Springs*, *Kenton county*, *Kentucky*. His father, *Dr. Stephen Mosher*, of that place, was not only a distinguished physician but also a noted horticulturist and the originator of some of the best known and finest varieties of pears. He married *Hannah Webster*, of



LA FAYETTE MOSHER



Newport, Rhode Island, a lady of English descent. Her father, Captain Nicholas Webster, served with distinction in the Merchant Marines throughout the entire Revolutionary war. He was also a member of the Humane Society of Newport, and his certificate of membership, which is now one hundred and sixteen years old, is still preserved by his great-grandchildren, who now live at No. 314 Sherman street, Portland. The members of this Humane Society were the original life-savers. While the Webster family were among the early settlers of Rhode Island, the Mosher family was established in New York by French Huguenots who crossed the Atlantic in the early part of the seventeenth century and for generations their descendants were prominent citizens of the lake region of New York.

La Fayette Mosher, mastered his early education while spending his boyhood days under the parental roof and was admitted to the "Old Woodward Memorial College of Cincinnati" August 19, 1839. He remained a student there for four years and was graduated on the completion of the classical course, receiving the degree of A. B. on the 30th of June, 1843. Many representatives of the Mosher family engaged in the practice of medicine and La Fayette Mosher turned his attention to the profession as a life work but his studies were interrupted by the war with Mexico. He volunteered for active duty and served as second lieutenant in the Fourth Ohio Regiment under Captain George E. Pugh. Just prior to the close of the war, upon the resignation of Captain Pugh, he succeeded to the command of his company and after the close of hostilities he returned to Cincinnati and resumed the study of medicine, but during the terrible siege of cholera in 1849, in which he served both as doctor's assistant and as night and day nurse, witnessing untold sufferings and horrors he decided to give up medicine and take up the study of law. His careful preliminary preparation secured his admission to the Ohio bar in 1852 and he entered upon active practice with the firm of Pugh & Pendleton, both of whom were later members of the United States senate.

On the 27th of March, 1853, Mr. Mosher left Cincinnati for Oregon in the company of his late commander of the Mexican war—General Joseph Lane, arriving in Portland on the 14th of May. It was not the Portland of today though there were two landmarks that have never been effaced. Mount Hood turned its smiling face just as it does today and the beautiful Willamette flowed by the little hamlet among the firs. Portland was too young a town to need many lawyers and Mr. Mosher, failing to secure a sufficient practice to meet his expenses remained only a short time. He turned his face to the gold fields of southern Oregon and, locating in the old town of Jacksonville, engaged in mining near that place. The accidental discharge of his pistol wounded him in his right knee, thus ending his mining venture. He was taken into Jacksonville, where he found true and loyal friends who nursed him through this misfortune that had befallen him in a strange country. Upon recovering from his wound he joined General Joseph Lane, who was in command of the troops fighting the Rogue River Indians in the war of 1853. Not being fully recovered he did not take an active part in this campaign but acted as aide to the General. After this war he returned to Jacksonville, where he engaged in the practice of law until 1855, when he was appointed register of the United States land office at Winchester, the county seat of Douglas county, Oregon. In the fall of that year he returned to Jacksonville and offered his services to fight against the Indians in the war that broke out in 1855 but his connection with the war was short for he was compelled to return to his duties in the land office. He, however, saw much service during the wars with the Rogue River Indians.

Mr. Mosher continued in the land office from 1855 until 1861 and then resumed the practice of law. Called to the bench he served as circuit judge of the second judicial district and by virtue of that office sat upon the supreme bench of the state, proving himself the peer of the ablest members who have graced

the court of last resort in Oregon. He was ever a student of the law and his decisions were a clear exposition of the legal principles applicable to the points in litigation. Possessing a mind naturally logical and inductive, his close reasoning showed that he was not only familiar with the chief basis points but also with principle and precedent. During one term's service in the state legislature he also aided in framing the laws of the commonwealth.

Throughout his life Mr. Mosher was a stalwart supporter of the democratic party and took an active part in every presidential campaign from the time when age first permitted him to exercise the right of franchise in 1844, his support being then given to James K. Polk for the presidency, until his death. He was appointed by President Arthur a visitor to West Point in 1884 and the trip was a most pleasurable one to him for on that occasion he again met many of the army officers whom he had known in Oregon as well as during his service in the Mexican war. He also went to Cincinnati and visited many of the old friends of his youth, whom he had not seen for thirty years. During that time he witnessed the exciting political campaign which resulted in the election of Grover Cleveland.

On the 1st of July, 1856, Mr. Mosher was united in marriage to Miss Winifred Lane, the youngest daughter of General Joseph Lane, his old commander and friend. To them were born eight children, four sons and four daughters. The eldest son, Charles Lane Mosher, was married at Phoenix, Arizona, to Miss Hattie Lount and to them was born a daughter, Julia Winifred Mosher, of Leipsic, Germany. Charles Mosher, who was a journalist of ability, died in Portland in March, 1904. The second and fourth sons, John Shirley and Henry Augustine, died in infancy, and the third son, Paul Albert, died in his twenty-seventh year. The eldest daughter, Miss Anna Mosher, is a successful nurse. Miss Winifred Mosher, the second daughter, is one of Portland's best known teachers. Alice K. Mosher is married to John A. Willis and resides on a farm not far from Portland. The youngest daughter, Mary Emma Mosher, is the wife of John M. Cowan, keeper of the Cape Flattery lighthouse. They are the parents of eight children: Stephen Forrest, assistant keeper of the light; Shirley, a resident of Port Angeles; and Joseph Kenneth, Mary Beatrice, Charles Theron, Vincent Pauline, Alvah Gregory and Winifred Rachel, all in school.

Mr. Mosher was a Mason for a good many years and a member of the Improved Order of Red Men. He was a consistent member of the Catholic church, a man of undoubted honesty and of kind and charitable disposition. He was devoted to his home and family, was fond of nature in all her beautiful aspects, especially fond of flowers and was the kind and loving friend of every child he knew. They all loved him in return and when he was laid to rest beneath his loved oaks the children heaped his grave with flowers. He died March 27, 1890.

REV. JAMES H. BLACK.

It has been said that the best test of merit is continued success. Judged by this test, Rev. James H. Black should occupy a prominent place among the men of the northwest who perform the work intrusted to them so well that they are constantly advancing to higher responsibilities. Actuated by a high sense of duty Father Black has always gone about his undertakings with great enthusiasm and a determination to produce tangible and permanent results. The splendid new church for St. Francis parish is a monument to his faithfulness and ability not only as a wise pastor and counselor but in the field of finance which calls for a special talent not always found in connection with pastoral abilities of a high order.

Rev. James H. Black is a native of Abingdon, Virginia, born February 4, 1865, and is the son of William and Maria N. Black. William Black removed

to Oregon in 1888 and died in this state July 29, 1910. He was a man of many estimable qualities and one whose memory will long be revered by many friends and acquaintances.

The subject of this review was reared in Virginia and received his elementary education there. His collegiate course was begun at King's College, Bristol, Tennessee. Returning to Virginia he taught school four years in the public schools, and then entered Notre Dame University, South Bend, Indiana, graduating in 1889. Having chosen the priesthood as his calling, he became secretary of the faculty at St. Edward's, the leading Catholic college of the south, at Austin, Texas. There he remained for three years, acting as secretary, pursuing his seminary studies and also teaching in the college.

Father Black then came to Oregon and for a year taught in Mount Angel College. On June 11, 1893, he was ordained to the priesthood at Mount Angel. From 1893 to 1896 he was assistant priest at the cathedral in Portland and for two years, 1896 and 1897, he had charge of St. Mary's church at Eugene, Oregon. He also had charge during this time of St. Rose Catholic church at Monroe, Benton county, Oregon, and during the same time built St. Mary's church, Cottage Grove, Oregon. The success of Father Black in three churches at the same time attracted the favorable attention of his superiors, and he was invited to return to Portland as secretary to Archbishop Gross at the cathedral. In this position he continued until the death of the archbishop in 1898.

Having been assigned to St. Francis parish, Father Black went to work with his accustomed zeal and built up the parish until a new church became a necessity. His parishioners nobly seconded him in his efforts and the new St. Francis church, the most beautiful Catholic church in Portland, is the result. During a trip abroad a few years ago Father Black spent much time studying the churches of continental Europe with a view to the needs of his parish in Portland, and his ideas have been embodied in the edifice. The building covers half a block of ground and cost one hundred and fifty thousand dollars. The corner stone was laid July 4, 1909, by Archbishop Christie. The structure is ornamented with several snow-white spires, with two large gold crosses on two of the highest spires, making this church the most conspicuous building on the east side of Portland. As seen from Council Crest and Portland Heights, it is the most conspicuous and striking object of any in the entire city, conveying the impression both of strength and beauty. A new parish house has also been erected at a cost of eight thousand dollars. The St. Francis Academy, in connection with the church, is in charge of the Sisters of the Holy Name.

In the erection of a commodious and handsome house of worship Father Black has met with hearty response from many quarters, and he gives to others a large share of credit for the success of the undertaking. However this may be, it is acknowledged that beautiful St. Francis church is a splendid illustration of the genius of its builder and of the liberality of his good people who contributed to its erection.

CHARLES A. BLUROCK.

Charles A. Blurock, proprietor of one of the best meat markets in Vancouver and also engaged in stock raising on Hayden's island, where he keeps about three hundred head of cattle, was born near Pittsburg, Pennsylvania, on the 13th of September, 1866, and is the son of John and Martha Blurock, who during the early boyhood of their son Charles removed with their family to Tennessee, where they remained for four years and afterward went to Missouri, where they resided for four and a half years. In April, 1876, the family started across the plains for the northwest with wagons and mule teams. There were thirty wagons in the train and they made the journey overland in order to bring their stock. In November they reached Vancouver, where they visited friends and

soon afterward they settled upon a rented ranch. Here the father turned his attention to the dairy business and to the raising of vegetables and subsequently purchased a half interest in a butchering business and meat market, becoming a partner of Jere Harmer, with whom he was associated until the death of Mr. Harmer, when he purchased his interest in the business and became sole proprietor, so continuing until 1897, when his son, Charles A. Blurock, became his successor. The death of the father occurred January 5, 1906, but the mother is still living in Vancouver.

Charles A. Blurock pursued his education in the schools of Missouri and of Clarke county, Washington, and after putting aside his text-books became his father's assistant and continued with him in business until 1897, when he became proprietor of the meat market, which he is still conducting. He has built up a good trade in this connection and his capably managed business affairs insure him a substantial profit. He also rents land on Hayden's island, where he raises stock, keeping about three hundred head of cattle there. He is thus able to stock his own refrigerator without paying a profit to a middle man, and this adds to the success which he is now enjoying.

Mr. Blurock was married November 15, 1893, to Miss May E. Purdin, of Portland. He belongs to the Ancient Order of United Workmen and also holds membership relations with the Red Men. Although but ten years of age when he crossed the plains he remembers many interesting incidents of the trip. He has now for thirty-four years made his home in Clarke county, and throughout this period has been closely associated with its business interests, and in Vancouver is recognized as an enterprising, progressive business man. He owns two corner lots in the business portion of the town, having purchased in 1905 the corner at Sixth and Main streets, fifty by one hundred and three feet, and in June, 1910, he bought the corner at the corner of Seventh and Washington streets, a vacant lot fifty by one hundred feet. He also owns a lot twenty-five by one hundred feet between Seventh and Eighth on Main street with a two-story brick building upon it. He owns his own residence at No. 908 Esther avenue, another house and lot on Fifth and Esther, which he rents, two lots in Vancouver Heights, and one acre on St. Johns road.

ROBERT GRANT BLACK, M. D.

Robert Grant Black, a medical practitioner of Vancouver, became one of the charter member of the Washington State Medical Society and is widely known in professional circles in the northwest. He was born in Abingdon, Washington county, Virginia, September 16, 1860, and is a son of William Daniel Webster and Mary Nellie (Grubb) Black, both of whom were natives of Washington county. The paternal grandparents were also born there and the ancestry of the family is traced back to John Black, the great-great-grandfather of our subject, who came to America from England in the early part of the seventeenth century and located at Blacksburg, Virginia. In the maternal line the strain is Welsh. The Grubb family was also planted on American soil early in the seventeenth century, the family home being established on the banks of the Delaware where lived Nicholas Grubb, the great-grandfather of Dr. Black. The great-grandfather in the paternal line was John Black, a soldier of the Revolutionary war who served under General Washington. William Young Con, the great-grandfather, and Nicholas Grubb, the grandfather of Dr. Black, were soldiers of the war of 1812. The parents of Dr. Black came to Oregon in 1888, locating at McMinnville, where the mother died in February, 1898. The father passed away in July, 1910, at the residence of his son, the Rev. James H. Black, priest of St. Francis church of Portland. Since 1888 he was engaged in merchandising.



DR. R. G. BLACK

At the old family home in Virginia Dr. Black spent his youthful days and acquired his early education in the public schools, while later he spent two and a half years in King College, at Bristol, Tennessee. He then took up the study of medicine under Dr. William Phillipps, of Wallace, Virginia, who directed his reading for a year, after which he entered the medical department of the University of Virginia, at Richmond. Subsequently he pursued a course in the College of Physicians and Surgeons at Baltimore, Maryland, and on the 15th of March, 1886, won his degree upon graduation.

For a year thereafter Dr. Black practiced medicine at Wallace and then came to the west, arriving in Portland, Oregon, on the 10th of May, 1887. He then traveled over portions of Oregon and Washington in search of a location and finally settled at Castle Rock, Cowlitz county, Washington, where he arrived on the 18th of June, 1887. He remained in successful practice there until February, 1897, when he removed to Vancouver, Washington, where he has since maintained his office and followed his profession. His work is attended with excellent success when viewed from both a professional and financial standpoint. He has never specialized but has continued in general practice and has continuously broadened his knowledge by careful perusal of the medical journals and best medical literature. He became a charter member of the Washington State Medical Society and is one of twenty who at the end of twenty years have remained as continuous members. This organization was formed in the Tacoma Hotel at Tacoma in 1889 and absorbed the Territorial Medical Society at that time. Dr. Black also became a charter member of the Clarke County Medical Society and was one of the organizers of the first medical society of Cowlitz county.

On the 30th of November, 1899, Dr. Black was married at Chehalis, Lewis county, Washington, to Miss Josephine Rankin, a daughter of William Rankin, whose father came to Oregon in 1849 and settled in the Rogue valley. He had formerly lived in Illinois. Dr. and Mrs. Black have two children, Robert Harvey and Martha Leona. The Doctor also has a son, William James, by a former marriage.

Fraternally he is connected with the Elks lodge at Vancouver, the Woodmen of the World, the Improved Order of Red Men and the Phylothesmians, a college fraternity. His political support is given to the republican party and he is now serving as city and county health officer, having been appointed by the city in 1909 and by the county in 1908. He is also a member of the board of pension examiners and has been for the past six years and while in Cowlitz county, Washington, he served for three terms as county coroner by appointment for one term and by election for two terms. He has put forth earnest effort to secure advanced medical and sanitary legislation in his state. He has won wide recognition as an able representative of the profession and his continuous study has constantly promoted his ability and efficiency.

U. S. GRANT MARQUAM.

U. S. Grant Marquam, deceased, who inscribed his name high on the legal arch of Portland, being recognized as one of the strongest attorneys at the bar of northern Oregon, was born in this city, July 3, 1863, a son of Judge P. A. and Emma (Kern) Marquam. His father was a native of Maryland, born near Baltimore on the 28th of February, 1823. He is still living in Portland at the venerable age of eighty-seven years, and is one of the most highly respected residents of the city. He was the eighth in a family of nine children whose parents were Philip Winchester and Charlotte Mercer (Poole) Marquam.

The father spent his early life on a farm with little opportunity for attending school, but he studied at night and utilized every possible moment for the ad-

vancement of his education. Ambitious to study law, he saved his earnings and entered a law school at Bloomington, Indiana. Thoroughly mastering the course there, he was admitted to the bar of that state in 1847 and opened a law office in Wabash county, where he continued in practice until March, 1849, when he started across the plains with an ox team in search of gold, attracted by the discoveries that had been made in central California. In September the party reached the Sacramento valley and soon afterward Mr. Marquam went to the Redding mines, where he worked until the spring of 1850. It was a period of unrest not only among the white men but also among the Indians and on more than one occasion Mr. Marquam with other residents of that locality armed for an attack against the savages. In one such encounter he was wounded. In the spring of 1850 he left the mines and located in the small town of Fremont, which was the county seat of Yolo county. There he began the practice of law and at the first election held under the new state constitution of California was elected county judge. He served for about two years in that position and came to Oregon in August to visit his brother Alfred, who had become a resident of this state in 1845.

After looking over the country Judge Marquam was so well pleased that he decided to locate in this state. Returning to California, he resigned his position on the bench of the county court and in the latter part of 1851 located in Portland. He at once opened a law office and during the early days of his residence here secured some of what became the most valuable property of the city. One of his good purchases was a tract of two hundred and ninety-eight acres known as Marquam Hill, now one of the fine residence districts in Portland. Success attended him also in the practice of law, and in 1862 he was elected county judge of Multnomah county and later was reelected, serving on the bench for eight years. His decisions were strictly fair and impartial and indicated a comprehensive understanding of the principles of jurisprudence, together with correct application of the points at issue. He took a deep interest in all that pertained to public progress and built one of the early theaters of Portland, known as the Marquam Grand. In 1882 he was nominated as republican candidate for the state legislature from Multnomah county and elected to that office. His marriage on the 8th of May, 1853, made Miss Emma Kern, a daughter of William Kern, his wife.

Their son, U. S. Grant Marquam, was a pupil in the public schools of Portland until his graduation from the high school, when he was still very young. He afterward took up the study of law under Judge Brunam and later was graduated from the Portland Law College. He at once entered upon active practice in connection with Judge Adams, this relation being maintained for about eight years, when his brother erected the Marquam building and U. S. Grant Marquam opened an office there. In his profession he made continuous advancement, being recognized as one of the ablest attorneys of the Portland bar. He made a specialty of land titles and was considered one of the best title attorneys in the state. He was a man whose foresight and strength of character were considered most marvelous and at the early age of twenty-eight years he had become a very wealthy man by his wise investments, but during the panic of 1893 he lost everything, including his home. Not discouraged, he at once set to work to retrieve his fortunes, and at the time of his death was in very comfortable circumstances.

On the 17th of November, 1886, Mr. Marquam was married in this city to Miss Julia Groner, a daughter of John and Eleanor (Burns) Groner, who were early settlers of Oregon. Her father was born in Wurtemberg, Germany, but came to the United States when sixteen years of age with three older brothers. He had an uncle in Missouri and joined him in that state, living there with him upon a farm until 1849. Mr. Groner then went west to California in search of gold, making the long journey across the arid plains and over the mountains with ox teams. He engaged in mining for a time, but not meeting with the suc-

cess he anticipated in that field, he turned his attention to agricultural pursuits, purchasing a ranch in Washington county, Oregon. There he married and made his home until death. His wife, who was born in Ireland, came to the United States when a young lady of nineteen years and lived for a time in Boston. In 1852, by way of the water route and the isthmus of Panama, she came to Portland. She, too, has passed away and their son Fred is now living on the old homestead.

The death of Mr. Marquam occurred April 18, 1905, and his remains were laid to rest in beautiful Riverview cemetery on the high banks of the Willamette. He was a member of the Commercial Club and also of the Bench and Bar Association. Throughout his entire life he was a resident of Portland, and his many excellent traits of character as manifest in his professional service, his citizenship and his upright life gained for him the unqualified respect of his fellow-men. He chose as his life work a profession in which advancement must depend upon individual merit, and in the field of law practice he constantly worked his way upward until his ability had gained him a place in the foremost ranks of the legal profession, particularly in that department of the law in which he specialized.

ARTHUR LYLE VEAZIE.

Arthur Lyle Veazie, an attorney at the Portland bar since 1893, was born in Dallas, Oregon, September 8, 1868, being a son of Edmund F. and Harriet (Lyle) Veazie. The father, a native of Bangor, Maine, died in Wasco county, Oregon, in 1877, while the mother, a native of this state, was born in 1847 and is now living in Portland.

The family has been closely identified with the pioneer history of Oregon. Felix Scott, great-grandfather of the subject of this sketch, was a native of Virginia and crossed the plains to the Pacific coast in 1845, spending the winter at Sutter's Fort, completing the journey to Oregon in the spring of 1846 and settling in Lane county, where a number of his descendants reside. He and the men of his family were active in the Indian wars and in many pioneer enterprises, including the building of the McKenzie wagon road. Having engaged successfully in mining in California, he and several associates returned to the Atlantic coast by sea and bought a band of blooded horses and cattle, with which they undertook the journey across the plains to Oregon, but the whole party was slain en route, in the year 1859.

The grandfather, John Eakin Lyle, was born near Knoxville, Tenn., and came to Oregon in 1845 and in the following year married Ellen Scott, who had crossed the plains with her father, Felix Scott. John E. Lyle taught the first school in Polk county, and a monument marks the site. In this connection there appeared in the Oregon Spectator of Oregon City, March 19, 1846, the following advertisement:

Jefferson Institute is located in the Rickreall valley, one mile west of the residence of Col. N. Ford. The first session of this school will commence on the second Monday of next April, and continue twenty-four weeks. Scholars from a distance can be accommodated with boarding in the neighborhood. Terms of tuition, \$8.00 per scholar.

JOHN E. LYLE, Teacher.

N. Ford	} Trustees.
James Howard	
William Beagle	

March 7, 1846.

The paper which contained this advertisement was the first published in American territory west of the Rocky mountains, and its first issue was February 5, 1846. Mr. Lyle always took an active interest in education, giving a considerable part of his donation claim at Dallas for the founding of La Creole Academy, besides laboring with his own hands in the erection of the first building used by the school. He died January 22, 1872, at Florence, Idaho, while engaged in mining. His daughter Harriet, on April 18, 1867, at Dallas, became the wife of Edmund F. Veazie. They were the parents of four children: Arthur L. and Jesse Clarence, both residing in Portland; Julia Grace, the wife of Professor Irving M. Glen, of the University of Oregon; and Edith F., who married Edwin R. Bryson of Eugene.

Edmund Fuller Veazie was born November 7, 1833, at Bangor, Maine, a son of Jesse Veazie and Martha (Catlin) Veazie. He acquired his education in local schools and in the state of Massachusetts. After following teaching as a profession for several years, he was drawn to Kansas by the slavery troubles, like many other young men from New England, and after a time made the journey to California, engaging for several years in gold mining there and in southern Oregon. Returning then to his old occupation of teaching, he had charge of La Creole Academy at Dallas and of the Jefferson Institute in Linn county. In 1869 he removed to what is now Crook county, Oregon, where he engaged in stock raising until his death, which occurred by drowning in the John Day river in June, 1877.

Arthur Lyle Veazie received his education at La Creole Academy and the University of Oregon, graduating from the latter in 1890, and from the law department in 1893, entering immediately upon the practice of his profession, which he has followed with success.

On the 18th of October, 1898, Mr. Veazie was married to Miss Agnes Margaret Greene, a daughter of Judge Roger Sherman Greene of Seattle, and a descendant of Roger Sherman. Mrs. Veazie is a graduate of the University of Oregon and of the University of Washington as well, and has been a member and director of the Art League of New York, having devoted her talents to art. Mr. and Mrs. Veazie have four children, Grace Ellen, Emily A., Harriet L. and Edmund A.

In his political views Mr. Veazie is an earnest republican, but has never sought any office. As a representative of pioneer families, he feels a great pride and interest in the development and future of Oregon, and in all that most deeply concerns the welfare of its people.

JOHN WILLIAM COOK.

Some men are natural organizers and born pioneers in any line of activity to which they turn their attention. To this class belongs John William Cook of Portland, one of the large land operators of the Pacific coast, who by many years of successful experience has demonstrated a rare ability not only in foreseeing the possibilities of a land investment, but in formulating the plans that assume tangible shape, giving employment to many persons and establishing many families in comfortable homes.

Mr. Cook was born at Meadville, Pennsylvania, a son of Major William H. and Sarah (Whiting) Cook, who died in California. The father, who was a native of New Jersey, went to Pennsylvania in early manhood and was there married. Subsequently he removed with his family to Missouri. During the Civil war he was a member of a Pennsylvania regiment. His mother lived to the remarkable age of one hundred and one years and all of her children lived to be over eighty, the eldest being ninety-six at the time of death.

John William Cook was reared on a farm in Knox county, Missouri, and gained his preliminary education in the public schools near Edina, Missouri. After laying his school books aside, he began his business career under his brother, T. P. Cook of Edina, a grain and warehouse man. There he remained for seven years, during which time the business grew to be one of the largest of its kind in northeastern Missouri.

Seeking a change of climate, Mr. Cook came west in 1885 and located in Los Angeles county, California, where in connection with George D. Whitcomb he purchased the land and laid out the town of Glendora, being secretary of the Glendora Land Company and also of the Glendora Water Company. After closing out that property he engaged in orange growing and developed orange land, and also engaged in the general real-estate business. In 1891 he was elected a member of the board of supervisors of Los Angeles county, and in 1893-4 served as its chairman. While on the board he also had supervision of one thousand, one hundred miles of road in the county. He was honored by appointment of the governor of the state as one of a board of three leading fruit growers to manage the state citrus fruit fair and in 1891 he was placed in charge of a fund of forty thousand dollars raised by tax and appropriated by the county of Los Angeles for use at the Columbian Exposition at Chicago in 1893. This fund was under general control of a committee of twelve, and its wise expenditure contributed in an important degree toward the dissemination of reliable information concerning the resources of California.

Mr. Cook attained an enviable standing in the state, but by over application to many interests with which he was identified he injured his health and was obliged to seek a higher altitude, through which his strength was finally restored. He left California in 1895 and came north, where he successfully turned his attention to mining and developed the Music mine at Bohemia, Oregon. In 1900, again attracted to the real-estate field, he came to Portland and organized a syndicate, which laid out the North Irvington tract and placed it upon the market under his management. Having accomplished this work, he organized another syndicate and bought and laid out the Holladay Park tract, extending from Eighteenth to Twenty-eighth street and from the Oregon Railroad & Navigation track to Halsey street. This was the first addition to Portland to have street work, park and building restrictions. Under his management the same syndicate bought and subdivided ninety acres of land called Rossmere from Thirty-seventh to Forty-fifth street, and in other operations has displayed a sagacity that easily places him in the first rank among the real-estate promoters of the Pacific coast. At the present time he is interested with Lewis & Wiley of Seattle in laying out and subdividing the St. Helens Heights tract of one hundred acres. This it is believed will be the finest residence section of Portland, as the location is on high ground and very sightly. The work is of such magnitude that he estimates it will require at least five years to carry it to completion, and it will be a lasting monument to the energy and ability of the men who conceived a project of such magnitude. Mr. Cook was also interested in an irrigation system in Carson, Washington, and is developing four thousand acres of land there. He was one of the organizers of the firm of Clarke, Cook Company, which was incorporated November 26, 1909. This company carries on a general real-estate and trust business and also deals in bonds and makes loans.

In 1897 Mr. Cook was united in marriage to Miss Christina Hawley, a daughter of William W. and Caroline A. (Wells) Hawley, of Cottage Grove, Oregon. Her father was one of the early settlers of this state and was for some years connected with the transportation of freight between Umatilla Landing and Boise, Idaho. He was prominently identified with the early development of this region and participated in the Indian wars. In early manhood he married Caroline A. Wells, who was the first white child born in Lane county, Oregon, on the present site of Cottage Grove. Her father crossed the plains at an early day and became a large landowner and a man of prominence in his community.

By a former marriage Mr. Cook has one daughter, Miss Inez W. Cook, now a resident of Glendora, California.

By his ballot, Mr. Cook supports the men and measures of the republican party, and in religious belief he is a Presbyterian. He is a Knights Templar Mason and is a member of the Chamber of Commerce; the Oregon Good Roads Association, in which he has taken an especially active interest; the Portland Realty Board, and the Commercial Club. He is fond of fishing and hunting and these sports constitute his chief recreation. He is remarkably well informed on questions pertaining to real estate and especially in relation to the possibilities of the city of Portland and its vicinity. Having years ago become connected with the business, which is well suited to his taste and which gives promise of growth for an indefinite period, he is happy in his work and especially so as it is yielding gratifying results not only to the projectors, but to the entire community.

HENRY CHRIST.

Starting in life for himself at the early age of thirteen years, Henry Christ has gained through his own efforts the success that he has enjoyed and which now enables him to live retired. His has indeed been an active, useful and honorable life. He was born in Germany, in the province of Nassau, which is now Prussian territory, October 9, 1836, and during his youthful days there passed he acquired his education and learned the shoemaker's trade, which he followed for seven years ere completing the second decade of his life.

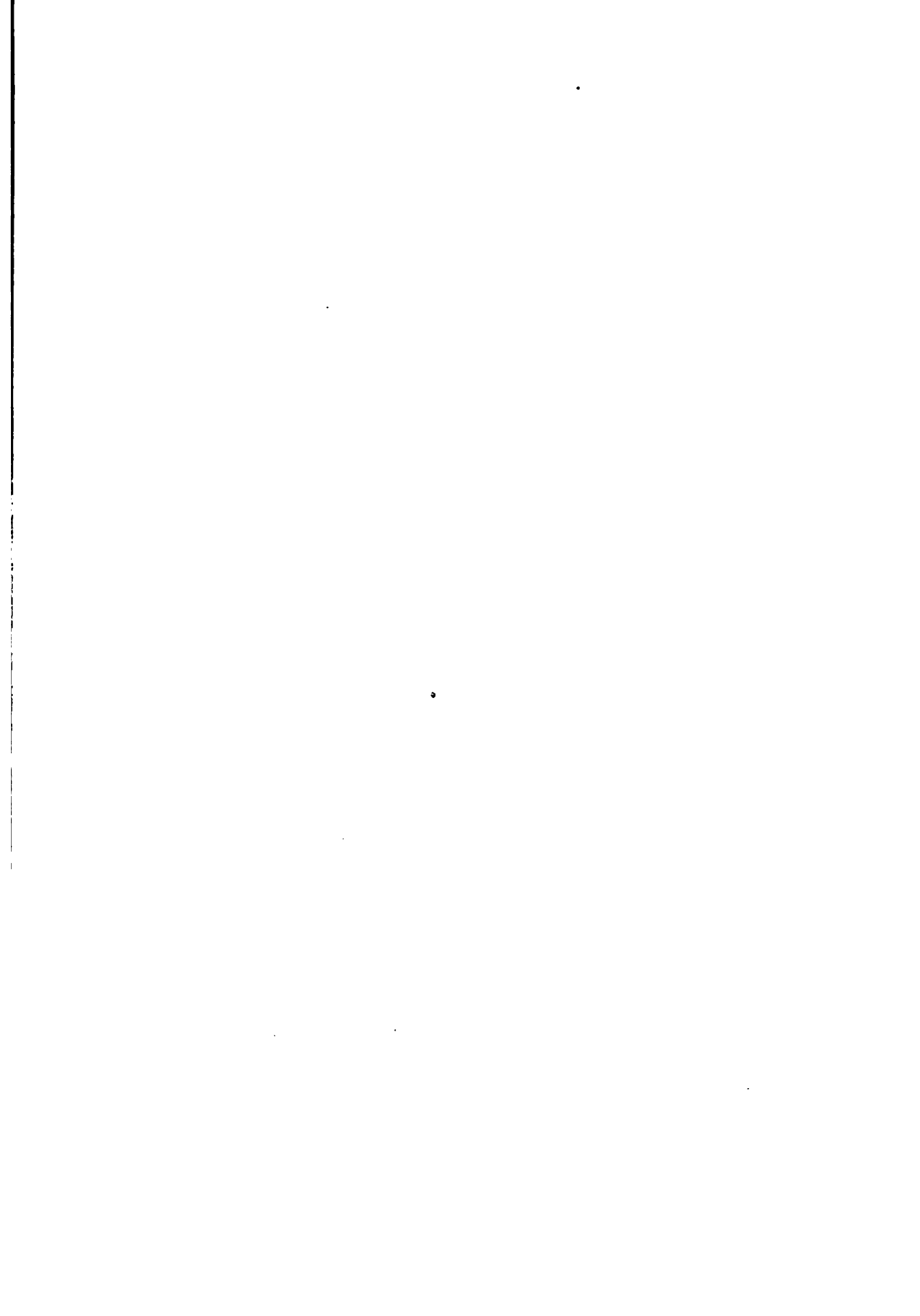
He left Germany in 1855, when twenty years of age, as passenger on a sailing vessel bound for the new world, accompanied by his mother and his niece, his father having previously died. They were stranded in the English channel for three weeks and then sailed around the Horn for Valparaiso, South America, where the ship was laid up for six weeks. During that period Mr. Christ worked at his trade of shoemaking, going on shore and obtaining work, which he would take on board and complete the task. From Valparaiso the ship sailed to San Francisco, where they arrived a few days after the celebration of the anniversary of American independence. Mr. Christ remained upon that vessel for two weeks or until the arrival of a steamer which he could take to Portland. He had become a very good friend with the captain and was thus allowed the privilege of continuing on board.

Proceeding northward, Mr. Christ landed at Vancouver, Washington, the same month and from that point made his way to a farm which his brother owned and occupied. He became associated with his brother in agricultural pursuits and for thirty-five years thereafter successfully carried on general farming, at the end of which time he and his brother gave the place of three hundred and twenty acres to his children. Accompanied by his brother, he then returned to Vancouver and they erected the house which they now occupy. They also erected two buildings on Main street, which are known as the Christ block and which is still their property. Since removing to the city they have practically lived retired, enjoying the rest which has come to them as the reward of their former industry and perseverance. During the first years of Henry Christ's residence in Clarke county, he hauled his produce to the Vancouver market in a cart which he made by hand but he now drives his own automobile and does it as ably as any man of half his years. In 1894 he visited Germany, spending three months in the fatherland amid the scenes of his youth and the friends of his boyhood.

It was in 1862 that Mr. Christ was united in marriage to Miss Elizabeth Proebstel, of Clarke county, Washington, and unto them were born six children: Philip, who is proprietor of a creamery at Vancouver; Matilda, the wife of A.



HENRY CHRIST



F. Davis, of Vancouver, who is now assessor of Clarke county; Augusta, the wife of John H. Hill, who is in the employ of the government at Hollister, California; Henrietta, the wife of Louis Hessa, a farmer living near Portland; Theresa, the wife of Arthur Bevins, of Potter Valley, California; and Lewis, deceased. The wife and mother passed away on the 24th of May, 1901, and her death was deeply regretted by many friends as well as her immediate family. She had crossed the plains with her father in 1852 and was therefore one of the pioneer residents of this section of the country. On the 17th of November, 1903, Mr. Christ was again married, his second union being with Mrs. Rena M. Chaffee, a daughter of W. H. Baker, of Vancouver. Mr. Christ's mother died in Vancouver, February, 1881.

Mr. Christ has led an upright, honorable life, in harmony with his professions as a member of St. Luke's church, of which he is now senior warden. He is also a member of Washington Lodge, No. 4, F. & A. M.; Chapter No. 10, R. A. M.; Commandery No. 9, K. T.; and Afifi Temple of the Mystic Shrine, the last named being located at Tacoma. He is a past master of the lodge, a past high priest of the chapter and past eminent commander in the Knights Templar organization. He is likewise a member of the Knights of Pythias, also of the Benevolent and Protective Order of Elks, is a past master of the Grangers and is an honorary member of the Sons of Herman and a member of the Easter Star.

At all times Mr. Christ has been recognized as a public-spirited citizen whose helpful interest in community affairs can always be counted upon. He served for two terms as county commissioner, elected on the republican ticket and assisted in building the first courthouse in Clarke county. He has served as a delegate to county and state republican conventions for a great many years and a delegate at large to the national convention held at St. Louis, Missouri, that nominated William McKinley for the presidency of the United States. He has now reached the seventy-fifth milestone on life's journey—a man honored and respected wherever known and most of all where he is best known.

JOHN J. SELLWOOD, M. D.

More than twenty-three years of professional life have brought into prominence Dr. John J. Sellwood, superintendent of the Sellwood Hospital, located on Harney street, between Thirteenth and Fifteenth streets, in Sellwood, one of the flourishing suburbs of Portland. The hospital of which he has charge was erected by him and is one of the thoroughly modern institutions, conducted according to most approved principles and provided with all facilities of the best institutions of the kind. Although only recently established, it has met with a response which promises a wide field of usefulness in the years to come.

Dr. Sellwood was born in Oregon City, Oregon, March 19, 1867, the son of Rev. John W. and Belle J. (Daly) Sellwood. The father is a well known minister of the Protestant Episcopal church. Rev. John Sellwood, great uncle of Dr. Sellwood, owned as a donation claim all the land on the site of the present town of Sellwood and the suburb was named in his honor. Up to twelve years of age the subject of this sketch made his home at Oregon City, receiving his rudimentary education in the public schools. He then became a student in the Bishop Scott Academy. Being attracted to medicine and surgery as his life work, he secured the funds necessary to meet college expenses by serving as bookkeeper for the firm of Corbett & McClay, Portland. This required three years. He then matriculated in the medical department of Willamette University and was graduated from that institution with the degree of M. D. in 1887. Immediately after leaving college he entered the service of the Canadian Pacific Company as physician and surgeon on vessels of the company plying between

Vancouver, British Columbia, and Hong Kong, China. Here he continued for three years, making many trips across the Pacific and gaining much experience that has proven of value in after years. Leaving the service of the Canadian Pacific Company he accepted a position in charge of a large hospital in Tokio, Japan, where he continued for a year, adding materially to the reputation he had already gained in his profession. After practicing for some years in Vancouver, Washington, and Los Angeles, California, he located in Sellwood in 1897, where he has since continued. Owing to increase in patronage and in order to facilitate his work, he opened a hospital in the Bank of Sellwood building in the spring of 1908, and in July, 1909, moved into the present hospital which was erected under his direction and according to his ideas the result of large experience and observation in hospitals in various cities on the coast and elsewhere.

The Sellwood Hospital is a surgical and maternity hospital, and accepts no contagious or infectious cases. All such cases are taken care of in a building not directly connected with the hospital proper, thus making the hospital entirely safe from danger of such diseases. It has accommodation for twenty-five patients and has been built so as to admit of enlargement from time to time. It is equipped with all up-to-date instruments and appliances for surgical and maternity cases. The rooms are neatly, but as in all of the better class of hospitals, plainly furnished. Recognizing the effect of color upon persons of different temperaments, each of the rooms is of a different color and patients are at liberty to select according to their taste. The walls are delicately tinted, not papered, and cleanliness, which has been designated as ranking next to Godliness, is here also regarded as one of the highest of virtues. A training school for nurses is one of the important accessories and arrangements are made for eight nurses under charge of Miss E. R. Luther, a trained nurse of much practical experience.

Dr. Sellwood was united in marriage October 3, 1891, to Miss Mary Hunder of Vancouver, Washington. He is affiliated with the Odd Fellows and Knights of Pythias and, being a man of genial qualities, enriched by wide observation and experience, he is the center of a large circle of friends and acquaintances. His success in his profession has been due in an important degree to conscientious application and a discernment which is the gift of the true physician. Years of experience have prepared him for the duties he now discharges, and it is believed that as time passes the Sellwood Hospital will become recognized as one of the leading agencies in the northwest for the alleviation and care of many of the ills of humanity.

MONROE BENNETT RANKIN.

Monroe Bennett Rankin, whose splendid business ability was manifest in the manner in which he triumphed over adversity, whose generous spirit found expression in the aid which he gave to individuals and to benevolent projects, and whose interest in all that is uplifting along intellectual and moral lines led to a hearty cooperation with the work of college and church, well deserved to be numbered among Portland's valued and honored residents.

He was born on a farm near Athens, Menard county, Illinois, January 7, 1844, a son of Richard Montgomery and Louisa Eads Rankin, both natives of Kentucky. The paternal ancestors were Scotch and the maternal English. The Rankin family is of Scotch origin, though at an early day they removed from Scotland to the north of Ireland, and later, on account of religious persecution, came to America in 1727. They separated, joining the different colonies, and the branch to which Monroe B. Rankin belonged went to Virginia and later to Kentucky. His great-grandfather, James Rankin, who married a Miss Montgomery, sister of General Richard Montgomery, was one of the Daniel Boone settlement. During an Indian outbreak he took his wife to the fort for safety

and while fighting was going on a son, James Rankin, Jr., was born. He settled in Harrison county, Kentucky, near Cynthiana, and married Anna Dills, the only daughter in a family of twelve. By this union there were six children, four sons and two daughters. Richard Montgomery Rankin, the second son, lived near Cynthiana and married Louisa W. Eads, a daughter of John Eads. The family of Mr. and Mrs. Richard M. Rankin numbered six sons and six daughters, two of whom were born in Kentucky, while the farm in Menard county, to which the parents removed in 1837, was the birthplace of the younger members of the family.

Monroe B. Rankin, the second son, attended school as opportunity offered and in his childhood aided in the work of the farm, especially in gathering up and caring for the stock. He was constantly with his father, who treated him as a companion and discussed with him plans for the future so that the boy early developed rare powers of discrimination. He knew the different bird calls and could imitate them, and later, in his conversation, his descriptions and similes were characteristic of one who had been keenly observant of all things in nature. From Menard county the family removed to a farm in McLean county, near Saybrook, Illinois, known as Rankin's Grove, and there typhoid fever carried off the husband and father in 1855. The mother had been reared in Kentucky with no hardships in early life. Though tenderly nurtured, her spirit was brave and unflinching and thus she met courageously all the privations and difficulties of pioneer life, struggling bravely to maintain the farm and educate her children, following the death of her husband. At the outbreak of the Civil war her main support was taken from her—her eldest son Marcus, twenty years of age, enlisting for active service at the front—leaving Monroe B. Rankin, then a youth of sixteen, to manage the farm. Later, when other calls were made for volunteers, Monroe and his next younger brother, Norman Kimber, joined the recruits at Camp Butler, but at the mustering in only Norman was accepted. Monroe was rejected as being too small and delicate for military service. This was fortunate for the mother for he was her chief dependence. It was a tremendous undertaking, even with their united efforts, to try to solve the problem of a mortgaged farm, taxes, and the support of the mother and six children. Subsequently Mrs. Rankin took up her abode in the little town of Saybrook, that her children might enjoy its educational privileges, while Monroe remained upon the farm. In 1864 his brother Marcus was captured and taken to Andersonville prison, where he died soon afterward, and in 1868 the mother, whom Monroe had always adored, was called to her final home. The two surviving brothers of our subject, J. H. and C. N. Rankin, are now residents of Portland. His brother, Norman Kimber, passed away in 1905, and in 1907 his sister, Mrs. Anna R. Riggs, founder of the Florence Crittenton Home of Portland, died suddenly while engaged in the same line of work in Butte, Montana.

In 1870, Mr. Rankin wedded Miss Rachel Ludlum Tomlin, a daughter of Almarin Tomlin, of Pleasant Plains, and a graduate of the Woman's College of Jacksonville, Illinois. Mr. Tomlin, who was of Welsh extraction, removed with his family to Illinois in 1837 from Cape May, New Jersey, where he had engaged in shipbuilding, his materials being obtained from the cedar swamps of the farm which he inherited from his father. Not wishing to have his boys go to sea, as so many of the youths of that locality did, he removed to the middle west and purchased a farm at Pleasant Plains, near Springfield, Illinois, which is now owned by one of his grandsons.

Following their marriage, Mr. and Mrs. Rankin established their home at Rankin's Grove, and he bought out the interests of the other members of the family in the farm. His attention for a few years was given only to the production of grain, after which he began raising stock and purchasing cattle in the western states and fattening them for the Chicago market upon his Illinois farm. In 1878 he went as far west as Salt Lake City and decided to go on to the coast to make his home, believing that he would more rapidly attain success in a coun-

try where the climate was not so severe, for the long hard winters and the exposure unavoidable in his business and occasional losses by the freezing of cattle had always to be met with in his stock-raising interests in Illinois. Disposing of his property in 1879, he invested in blooded draft stallions and with two carloads started for San Francisco, but found that there was a better market in Portland, to which point he made a shipment by steamer. With the proceeds of the sale of his stallions he purchased real estate, which proved a good investment. Convinced that he would like to make this section of the country his home, he sent for his wife and children, meeting them in San Francisco in 1880. Their coming had been delayed by the illness of the baby Edith, two years of age, who died in Portland six weeks after their arrival.

Mr. Rankin entered business circles in connection with ex-Governor Gibbs as a dealer in real estate and soon afterward began to look up timber lands in Oregon and Washington. In 1882 he engaged in the manufacture of lumber, having a mill on Balch creek, about three miles west of Portland, and another on the Clackamas river. Prosperity attended his ventures until the failure of the Northern Pacific in 1883 brought on a panic. Being unable to collect outstanding accounts, Mr. Rankin was forced into bankruptcy and he assigned to his creditors all of his property, mills, and even his home, then on the northwest corner of First and Hooker streets in South Portland, believing that there would be more than enough to settle his indebtedness, but everything was ruthlessly sacrificed. He not only lost everything, but was left handicapped by a heavy burden of debt, under which he struggled with remarkable courage for years. Removing with his family to Butte, Montana, in 1884, he there engaged in manufacturing and shipping lumber for a year and a half, when he returned to Portland. At this time his knowledge of the manufacture of lumber made him recognize the future value of timber. Going into the forests and carrying his pack, he studied the lumber situation and as a broker sold on commission. The knowledge then gained later proved to be his capital and he was able to acquire large tracts on his own account and thus discharge his indebtedness. In several instances, where consideration and kindness had been shown him by creditors, he not only paid the principal but also compound interest. His sympathy always went out to those in financial distress, for he had suffered misrepresentation and injustice when he experienced his reverses, and he never forgot the kindness shown him at that time.

His first large operation in timber was the buying in 1888 of fifty thousand acres, mostly railroad lands in the Klamath river basin, aided by Portland and Wisconsin capital, and a large mill was built on the Klamath river. This enterprise was sold out at a good profit to Chicago lumbermen in 1890. Since that time he has handled many large transactions, comprising from three thousand to twenty thousand acres, confining his operations to the Columbia and Willamette rivers and their tributaries, as he always maintained that timber on these slopes would be marketed before that of any other section of the state. In 1902 he sold nineteen thousand, six hundred acres in Marion county, commonly called the "Silverton Tract," to the West Coast Timber Company, for four hundred and seventy-four thousand dollars, then bought nine thousand acres, which he sold in 1907 for seven hundred and fifty thousand dollars, the timber being in practically the same location and of about the same quality, which shows the rapid increase in the value of timber stumpage. He reinvested in Benton and Lane counties in 1907 and 1908, acquiring about twenty-one thousand acres which he owned at the time of his death. The earlier business men of Portland looked upon M. B. Rankin as a pioneer in the timber business for he was one of the first men in this section to realize the future value of the timber lands. He always considered not only the quality of the timber but also the topography of the country, the carrying power of adjacent streams or the feasibility of a railroad, thus determining the expense of marketing the product. He succeeded in making up from small pieces many large tracts whose subsequent sale has

proven his judgment to have been good in this line. In 1906 he organized and became the president of the Independent Coal & Ice Company, of which he was the principal stockholder.

Mr. Rankin found his greatest happiness in his prosperity in the fact that it enabled him to provide the necessities and comforts of life for his family. Unto him and his wife have been born four children who are yet living: Orville Montgomery, born in 1871 at Rankin's Grove, McLean county, Illinois, was married in 1900 to Miss Marie C. Jubitz, a daughter of A. Jubitz, of Portland, and they have four children; Howard Tomlin, born in Saybrook, Illinois, in 1873, was married in 1909 to Mrs. Amelia Loomis Gile, a daughter of L. A. Loomis of Ilwaco, Washington, and they have one son; Anna Louise, born in Saybrook in 1876, is living with her mother; and Winifred Rhoda, born in Portland in 1881, was married in 1909 to Frank Ira Gollehur, formerly of St. Louis, Missouri.

On the 10th of September, 1909, an attack of angina pectoris lasting less than half an hour caused the death of Mr. Rankin, whose brother, Norman, and sister, Mrs. Riggs, had died in the same manner. Many warm friends as well as his immediate family mourned his loss. For almost twenty years the family have resided at No. 534 Clifton street, Portland Heights, taking up their abode there in February, 1890. On account of his own lack of early educational advantages, Mr. Rankin had great sympathy with young people struggling for an education and made several liberal gifts to Willamette University in Salem, the oldest college in the northwest. He was for two years president of the board of trustees of that institution, and at all times he stood as champion of the cause of intellectual progress. He knew "the joy of generous giving in charity," and his assistance was ever tactful and kindly. He was a lover of music, a taste which he inherited from his mother, who was one of a musical family. His ancestors, except his father who became a Methodist, had been Presbyterians of the strict Scotch type. Although farming had been followed by the greater number of the family and there have been numerous physicians, the Rankins had, two generations ago, furnished twenty-one Presbyterian ministers, twenty ruling elders, one Congregational and one Methodist minister. Mr. Rankin at the time of his death was serving on the official board of Grace Methodist church in Portland. The reverses and experiences which he had in life never made him bitter, his arduous efforts to attain success never made him sordid. He remained throughout life a man of kindly spirit, of benevolent impulses and generous actions. In business he radiated cheerfulness and was perhaps seen at his best when dispensing generous hospitality at his own fireside. The innate refinement of his nature made him ever considerate of others, and he exemplified his belief that real Christianity is a life of ministry and brotherly helpfulness.

JOHN LEWIS DAVENPORT.

While John Lewis Davenport is numbered as a pioneer of the Pacific coast and a successful business man of Oregon, that which causes his memory to be most highly revered and honored is the ready and generous help which he extended to the emigrants who came to this country without means. Many a family has reason to hold him in grateful remembrance for timely assistance in the hour of need.

Mr. Davenport came to America at the age of thirteen years, residing first in San Francisco. About four years later he removed to Carson City and a year later, in 1855, settled at The Dalles, where he engaged in the livery business and also ran a packet train between The Dalles and Portland until about 1860. Through the succeeding twenty years he was engaged in stock-raising. In 1880 he went from The Dalles to the John Day country, but there suffered heavy losses, his stock being largely killed in the severe winters. In 1882 he removed

to Mosier, where he gave his attention to raising stock and fruit, continuing in the business until his death, which occurred in 1904 when he was sixty-eight years of age. For many years he purchased horses for the government and also supplies. He was always ready to help those who came to the northwest without capital or means to secure the necessities of life, and he was one of the most prominent of the early pioneers of The Dalles.

Mr. Davenport was married at The Dalles to Miss Mary Heintz, whose father came from Neiderweiser, Buchbach, Germany. Mrs. Davenport survived her husband for about five years and passed away in May, 1909. In their family were ten children of whom eight are living: Rose E., the wife of P. H. Robinson, of Portland; Caroline, who wedded F. S. Gunning, of The Dalles; George Lewis, of Portland; John T., residing at Mosier, Oregon; Mary Frances, deceased; Catherine, the wife of Harry Kemp, of Hood River, Oregon; Charles H., of Portland; Nellie L., who married E. B. Wood and has recently passed away; Alice, who is single; and Gertrude May, the wife of Ray Sturgis, of Mosier, Oregon.

In his political faith Mr. Davenport was a republican where national issues were involved, but cast an independent local ballot. Fraternally he was connected with the Odd Fellows and his religious belief was with the Catholic church. His word was indeed of large worth to his fellowmen and his energy and business ability made him a valuable factor in promoting the material development of this state.

FERDINAND JOPLIN.

Conducting an extensive general contracting business under the style of Giebisch & Joplin, the subject of this review is well known as a representative of the industrial interests of Portland. He was born in Pettis county, Missouri, in 1847, a son of Josiah and Maria Susan (Fristoe) Joplin. The Joplin family is of English origin and the American ancestors were among the early colonial settlers. Thomas Joplin, the grandfather, was a native of Tennessee and was a planter and stock-raiser. His son, Josiah Joplin, was also born in Tennessee and having arrived at years of maturity he wedded Maria Susan Fristoe, who was born in Virginia and was a member of the well known and prominent family of that name. Her father, Amos Fristoe, removed to Missouri at an early day and engaged in teaching there. Later in life he was a prominent planter and slaveowner. He also became a leading factor in the public life of the community, served as clerk of the circuit court, as a member of the state legislature and various other public offices.

Ferdinand Joplin spent his youthful days in his native county. The public-school system afforded him his educational privileges and after his school days were over he followed farming until April, 1883, when he came to Oregon and for one year made his home in Astoria. Since 1884, or for more than a quarter of a century, he has resided continuously in Portland and has made continuous progress in business circles, eagerly embracing the opportunities that have offered and reaching in due time a prominent place as a representative of the industrial interests in this city.

His initial step was made in the establishing of a route for the delivery of the Oregonian in Portland Heights, this being the first paper delivered there. He also established two routes of the Daily News in South and East Portland, continuing them until the publication of the paper was suspended. At that time Mr. Joplin turned his attention to the confectionary business, which he continued on Washington street for a year. He then sold out and engaged in the grocery business on First street for three years, at the end of which time he disposed of his store and went to Tillamook to look after some timber claims which he owned



FERDINAND JOPLIN

there. In 1891 he was again in Portland and engaged in the contracting business on his own account for three years. At the expiration of that period he admitted his son, William T., to partnership in the business, their association being continued for two years, when Anton Giebisch, a son-in-law, joined the partnership. The firm is now Giebisch & Joplin and a general contracting business is carried on. They have reached a foremost place in the ranks of the general contractors here and much important work has been executed by them, including basements for the Columbia and Elks buildings, the excavation and ground work on Point Wilson at Fort Townsend, and the building of the Pacific Telephone Company's line from North Yamhill to Tillamook and Nehalem City and other country lines. They have also laid most of the street paving in East Portland, putting in the grading and cement on the Burnham tract and also the Holladay Park addition, together with eight miles of pipe line known as the Highland main. They were also awarded the contract for the Brooklyn sewer, which was the largest contract let in Portland up to 1910. Something of the extent and importance of their business and of the excellent character of the work executed under their supervision is indicated in the fact that they employ two hundred men throughout the year and one hundred teams. Mr. Joplin is also vice president of the Willamette Valley Condensed Milk Company of Portland and is a stockholder in the Portland Sand Company. He is justly accounted one of the representative business men of the city, vigilant and enterprising, determined and resourceful.

On the 4th of August, 1869, Mr. Joplin was married to Annie, daughter of Richard and Rachel (Bird) Bridgeford, also a native of Missouri, and they have six children, three sons and three daughters: William T., a contractor of Portland; Ada V., the wife of Anton Giebisch of Portland; Luella, the wife of Henry Lawlor of this city; Etta, the wife of P. L. Thompson; and Richard Preston and Herman Wallace, both of whom are contractors of Portland. The family circle yet remains unbroken by the hand of death and all are yet residents of this city.

Mr. Joplin's military history covers the period of his service in the Confederate army, in which he enlisted in 1864. He participated in the battle of Centralia, Missouri, and took part in many raids from that time until the close of the war, when his command surrendered at Shreveport, Louisiana, on the 8th of June, 1865. He is now a member of the Confederate Veterans of Portland and also holds membership with the Knights and Ladies of Security in this city. Motoring is his chief recreation and he is a member of the Portland Automobile Club. Those who meet him socially find him a pleasant, congenial companion and one whose position whether in business or public life is never an equivocal one. He staunchly upholds the course in which he believes and his determination has enabled him to accomplish results where others of less resolute spirit have failed. As he has advanced step by step he has improved the broader opportunities which such advancement has given him and today he is one of the leading representatives of industrial life in his adopted city.

VINCENT COOK.

Vincent Cook, capitalist, merchant, prominent citizen, is one of the few living members of the remarkable group of able, far-seeing men who contributed so largely to laying the foundation of Portland's present commercial greatness and to the development of the northwest.

Arriving in Portland in pioneer times, Vincent Cook has labored with definite and resultant purpose and stands today among those whose efforts have constituted a vital and forceful element in the progress, upbuilding and prosperity of the northwest. His life history in detail would present a faithful chronicle of conditions which met the early settlers and tested the metal of pioneer busi-

ness men. He was born in Chicago, Illinois, of the marriage of Horatio and Anna Cook, the former a native of Worcestershire and the latter of London, England. In 1818 they came to America and settled in New York, while later they became residents of New Jersey, and in 1838 established their home in Chicago, which only a year before had been incorporated as a city. Mr. Cook was an expert cabinet-maker and engaged in the furniture business in Chicago until 1850, when he removed to Rockford, Illinois, continuing in the same line. The year following the removal of his sons, George and Horatio Cook, to the northwest, he joined them in Portland and again engaged in the furniture business with these two sons as partners. George Cook, however, died in the early '60s, but his brother Horatio remained a resident here until his death in 1900. For a long period the father was a leading merchant of Portland, continuing in the furniture trade, but in the later years of his life he lived retired. He was a remarkably skillful workman and was considered the most expert cabinet-maker in America in his day.

Vincent Cook, like the other members of his father's family, attended the public schools of Chicago and entering business life eagerly improved every opportunity which would promote his advancement and success along legitimate lines. His two elder brothers had come to the northwest in 1852, and his father in 1853, and the following year Vincent Cook, his brother J. W., and their mother and sister sailed from New York as passengers on the *Star of the West*, one of the early vessels used in bringing passengers to the Pacific coast. They journeyed by way of Nicaragua and on reaching Graytown proceeded to San Francisco and thence to Portland. Reaching their destination, Vincent Cook spent five years on his father's donation claim in Washington county, seven miles west of Portland. The task that confronted him was a very arduous one for the land was covered with timber and it was necessary to cut down the trees and clear away the brush before anything could be accomplished in developing the fields.

Returning to Portland at the end of five years, convinced that he would find business in the city more congenial and profitable than the development of the new farm, he entered the employ of his brother, J. W. Cook, who was then engaged in the manufacture of bags, tents and other articles made of canvas. Three years later, in 1863, he was admitted to a partnership in the business, and through the succeeding eight years the firm enjoyed substantial and gratifying success. Vincent Cook then turned his attention to the dry-goods business taking a third partner in the firm, Clarke, Henderson & Cook, their store being situated at the corner of First and Washington streets. For six years Mr. Cook remained in the firm and then became one of the pioneers of the salmon packing industry, which has been one of the most important sources of commercial activity and wealth in the northwest. With a well equipped plant they entered this field of business and became prominent representatives of the salmon trade of the country, their first shipments being made to England, but gradually there arose a demand for their product in other parts of the world and the business took on extensive proportions. Although retaining his interest in the canning business until 1896, Mr. Cook became interested in mining in 1888, his partners in the enterprise being Captain A. P. Ankeny and H. E. Ankeny. They became successors to the Sterling Mining Company in Jackson county, Oregon, which owned fourteen hundred acres of as fine placer land as is to be found in the northwest. Following the death of Captain Ankeny, the business was taken in charge by the other two partners, Mr. Cook becoming president of the company with Henry E. Ankeny, vice president. A twenty-seven mile ditch to the mines was dug as early as 1879, and before this a six-mile hydraulic pipe had been used, the latter placed in operation during 1854 to 1855 and used until 1861. The mines were idle from 1862 to 1877, but in the later year a stock company was formed and the business developed on a profitable basis. The company owned one of the richest placer mines in this part of the country and had as

chief executive officer, Mr. Cook, who had active control of its affairs, the enterprise furnishing employment to many workmen and constituting a source of gratifying success to the owners. He retired from the presidency of the company in 1905. He continued actively in the salmon packing business as a member of the firm of J. W. & V. Cook, operating extensively on the Columbia river until 1896, when he retired from active business cares, devoting his time to his extensive private interests and to the enjoyment of a well earned rest.

Mr. Cook was married in this city to Miss Oronoco L. Ankeny, who was born in West Virginia and was a daughter of Captain A. P. Ankeny. She died in Portland in 1897, leaving two sons and a daughter, Ray A., Lelia A. and Floyd J. In 1907 Mr. Cook was married to Mrs. Martha G. Crowell.

Mr. Cook has always exercised his right of franchise in support of the men and measures of the republican party. He belongs to the Independent Order of Odd Fellows and possesses much of that genial and cordial spirit which has made the west famous for its hospitality. His work has been so closely linked with this section of the country and so important in its character that his life constitutes an integral chapter in the history of Portland and no man manifests deeper satisfaction with what has been accomplished or has more willingly given his aid and influence for the upbuilding of this section than Vincent Cook.

GEORGE KNIGHT CLARK.

For more than twenty-five years George Knight Clark has been identified with the real-estate business in Portland. While there may be other men who have been longer connected with business interests in this city, it is doubtful whether a more energetic or capable exponent of the real-estate interests can be found in the northwest than the well known representative whose name stands at the head of this review. Naturally endowed with the qualities of appearance and address so important in the attainment of success in the business world, Mr. Clark has an intimate knowledge of his field of operations that few can claim and an enthusiasm that, rightly controlled, is one of the most valuable attributes to be desired in any vocation.

Mr. Clark was born in Auckland, New Zealand, November 3, 1865, a son of J. Fred Clark, a prominent real-estate man of the east side in this city, whose death occurred in 1889. He was reared in New Zealand until he reached the age of twelve years, when he went with his parents to San Francisco, where he lived for four years. In 1871 the family removed to Portland and here he has remained, engaging with marked success in the real-estate business, at first with his father and since 1889 mainly on his own account. In 1908 he assisted in the organization of the Clark-Cook Company, which handles a large amount of real estate, its operations becoming so important that on November 26, 1909, the firm was incorporated, Mr. Clark being the senior member. He organized the syndicate that bought Sunnyside, in the residence district of the city, this subdivision containing one hundred and sixty acres and being one of the most valuable tracts handled in recent years. Mr. Clark was also a member of the syndicate that bought and laid out the Holladay Park and Rossmere tracts. The former included the area from Eighteenth to Twenty-eighth streets and from the tracks of the Oregon Railway & Navigation Company to Halsey street, while the Rossmere addition comprises ninety acres extending from Thirty-seventh street to Ninety-fifth street. These were large undertakings and required a great deal of capital and energy, but were highly successful and contributed greatly in the development of the city. Mr. Clark has also been actively connected with Lewis Wiley in the development of St. Helens Heights, a tract of one hundred and fifty acres, which will be one of the finest of Portland's residence districts. For twenty years past he has been interested in real-estate operations at Mount

Tabor and has been one of the leading operators in subdividing property in that region and placing same on the market. In carrying out many of his plans, he has exercised a judgment that has been little short of phenomenal and often in the face of grave difficulties he has carried projects through to a gratifying realization. It is such men only who are qualified to manage successfully the great real-estate problems that face a rapidly growing city.

In 1897, at Portland, Mr. Clark was united in marriage to Miss Esther G. Ellis, a daughter of James Ellis, and the union has been blessed by four children: Marie Louise, Leola Genevieve, Lawrence Knight and Georgia, all of whom are now living at home.

Mr. Clark is a member of the Commercial Club, the Chamber of Commerce, the Oregon Good Roads Association, the Portland Automobile Club and the Woodmen of the World. His chief sources of recreation are motoring, shooting and fishing, and he is a liberal patron of all out of door sports. He has never taken an active part in politics as his attention is mainly devoted to the business to which he has given the best energies of his life. He has always been a believer in Portland as the metropolis of the northwest and the wonderful progress of the city during the last ten years is evidence that his confidence has not been misplaced. He is recognized as a leader among the real-estate men of Portland and is known as a straightforward and upright citizen whose talents have contributed very largely toward the development of the city.

JOHN M. A. LAUE.

The town of Soldin, Germany was the birthplace of John M. A. Laue and his natal day was March 5, 1862. His father, Adolph G. Laue, also a native of Soldin, was a miller by trade and in 1862 came to America with his family, locating at Saginaw, Michigan, where he engaged in milling until his death in December, 1877, when fifty-four years of age. His wife, Henrietta Buchholz, died in 1906 at the age of eighty-two years. In their family were nine children, of whom John M. A. Laue was the eighth in order of birth. He and one brother and a sister came west but the brother, Adolph G. Lane, Jr., died here in 1903. The sister, Mrs. Anna Strohecker, is a resident of Portland.

John M. A. Laue pursued his education at Saginaw, Michigan, but left school in 1876, at the age of fourteen years, and went to Passaic, New Jersey, where he worked in a drug store. Entering the New York College of Pharmacy, he was graduated therefrom in 1881, at the age of nineteen years, being one of the youngest to complete the course in those days. He removed westward in the fall of 1883, becoming a resident of Denver, Colorado, and in the spring of 1884 he came to Portland, where he has since resided. He was employed as a drug clerk in this city until 1886, when laudable ambition prompted him to engage in business on his own account and he established a drug store which he has since conducted, having now one of the oldest established business enterprises of this character in the city. He was the first in Portland to give instruction in pharmacy and many years ago, when the Willamette University established a department of pharmacy, he became one of the instructors therein. However, this was soon discontinued and pharmacy was not taught here again until September, 1908, when he started quiz classes, preparing drug clerks to pass the examinations of the state board of pharmacy, for which task he was well qualified because of twenty years' connection with that board. Shortly after other schools of pharmacy were established in Portland but his classes still continue and are well attended. He recognized the fact that many drug clerks of long and practical experience sometimes failed to pass the required board examination because they did not know how to study or what course to pursue. Mr. Laue's connection with the Oregon board of pharmacy enabled him to judge where candidates are



J. M. A. LAUE

the weakest and so in his classes he has made it his purpose to teach young men how to answer questions in a straightforward, businesslike manner, without confusion or embarrassment. His course of study is comprehensive, including a knowledge of those branches of science necessary in the conduct of a drug business as well as mercantile methods of store management and sales. Mr. Laue has taken an active interest in everything in the state pertaining to pharmacy and to upholding the high standard that he believes should prevail among pharmacists and for many years he has been a member of the Oregon State Pharmaceutical Association, which he has served as president. He has done much for the upbuilding of this association and in the year 1909 offered a prize of fifty dollars to the person who brought in the largest number of members to the association, while in the present year he is offering a prize of twenty-five dollars to the one who brings in the largest number of clerks as members of the association, his object being to stimulate an interest in the business and the association. To further promote the thorough and efficient study of pharmacy he has donated to the department of pharmacy of the Oregon Agricultural College an annual prize of fifty dollars, known as the Laue prize, to be given to the student receiving the highest class mark in pharmacy. Mr. Laue has served for four terms, covering nearly twenty years, on the Oregon board of pharmacy and has held all of its offices.

On the 6th of September, 1887, Mr. Laue was married at Ilwaco, Washington, to Miss Nora A. Tapley, a daughter of J. J. Tapley, of Claybank, Michigan. They had two children: Otto K., twenty-two years of age, a student in the department of pharmacy in the Oregon Agricultural College; and Nora May, who died September 14, 1908, at the age of eighteen years. The family residence is at 766 Hancock street, Irvington.

Mr. Laue and his family belong to the Taylor Street Methodist Episcopal church, in which he takes an active and helpful interest. He is also a member of Willamette Lodge, No. 2, A. F. & A. M., and of United Artisans, the Woodmen of the World and other fraternities. His political support is given the republican party and he belongs to the Commercial Club and the Chamber of Commerce, preferring that his activities in behalf of the city and its upbuilding should be put forth in connection with those organizations rather than in the field of politics. His business activity has ever balanced up with the principles of truth and honor and in all of his work he has never sacrificed the high standards which he has set up for himself.

JACOB S. GILTNER, M. D.

A life purposeful and resultant in its activity and beautiful in its kindly impulses and benevolences was closed when Dr. Jacob S. Giltner passed away on the 18th of May, 1910. His memory, however, remains as a blessed benediction to those who knew him. Reared in the faith of the Society of Friends, he exemplified the teachings of a sect that has always emphasized the spirit of brotherhood and mutual kindness and helpfulness. The life span of Dr. Giltner covered about eighty-six years and to the last he retained his mental faculties unimpaired. He was born in Northumberland county, Pennsylvania, on the 22d of October, 1824, a son of Conrad and Rebecca (Snyder) Giltner. The ancestry of the family is traced back in direct line to the Prince of Orange. The Doctor's parents were farming people, well known and highly honored in that section of the Keystone state in which they made their home. The father was a soldier of the Revolutionary war, aiding valiantly in the cause for independence. He inherited a large tract of land in Pennsylvania and devoted his life to general agricultural pursuits there.

Dr. Giltner's educational advantages in his youth were extremely limited. He had the opportunity to attend school for only three months, but later he embraced every chance to further his knowledge, read broadly and thought deeply. While plowing in the fields he often had a book with him and his evenings were devoted to study. His early life was spent upon a farm and he became familiar with every duty that falls to the lot of the agriculturist. When sixteen years of age he began to teach school in the winter months, and his work in this direction further stimulated his desire for and determination to secure an education. His mother, sympathizing with him in this ambition, upon inheriting a little money sent him to college, although this course was in opposition to the wishes of her relatives. It was the best thing that she could do for her son, however, as she gave to him something which no one could take from him and which constituted the foundation for his success and for much useful service in life. He was graduated from the medical department of the University of Pennsylvania when about twenty-one years of age, after which he returned home and was married.

It was in 1846 that Dr. Giltner wedded Miss Martha M. Hause, of Germantown, Pennsylvania, and after residing near Harrisburg for a time he returned to his home county, where he entered at once upon the practice of medicine, in which he continued with success until after the outbreak of the Civil war. He then offered his services to the government, took a competitive examination, and therein won the appointment of commander and medical director of the hospital of the Army of the Cumberland at Nashville, Tennessee, with the rank of major. He enlisted from Milton, Pennsylvania, was mustered in at Washington, D. C., and did splendid service for the Union soldiers in the utilization of his skill and ability, both in field and hospital service. While at the front he gained that experience as a surgeon which made him afterward a specialist in that branch of the medical science.

After the war was over, Dr. Giltner went to Pithole, Pennsylvania, where oil had just been struck, and engaged in the practice of medicine there until June, 1866, when he started for Oregon. Arriving at Portland, he at once began the practice of medicine here and remained a well known member of the profession of this city until about seventy-eight years of age, when, in 1875, he returned to the college in which he had long before been a student and there pursued a post-graduate course. He then came to Portland and resumed the active practice of medicine and surgery. He was again a physician here for several years and always enjoyed a large practice that gave him rank with the leading members of the profession in the city. For several years he filled the position of county physician, was also city physician and visiting physician to the insane asylum before his removal to Salem. Throughout his professional career he read the leading contributions to medical literature and kept in touch with the progress of the times, rendering his labors of great value in this connection.

As previously stated, Dr. Giltner was married to Miss Martha M. Hause, the wedding being celebrated on the 9th of March, 1846. Her parents were Abraham and Mary Hause of Philadelphia, and Mrs. Giltner was born in Chester county, near Philadelphia, on Christmas day of 1826. Unto Dr. and Mrs. Giltner were born ten children, of whom four died in infancy. Of those who reached adult age, Dr. William Paris Giltner died at the age of forty-nine years. He was born in 1849 and passed away in 1898. He graduated from the University of Pennsylvania and devoted his life to the practice of medicine. He was also a prominent Elk. He married Minnie Going and unto them were born four children: James, Paris E., Edward B. and John R. Emma Giltner is one of the graduates of the old Portland Academy and also the high school of this city. She was afterward graduated from the Women's College at Baltimore, Maryland, where she won the degree of Bachelor of Arts, while subsequently that of Master of Arts was conferred upon her. She became the wife of Eugene D. White and had one son, Eugene G. Roscoe R., of Portland, the third member

of the family, was graduated from the high school of this city, afterward continued his studies under a private tutor and later entered Yale College, from which he was graduated. He married Fronia Wallace. He is quite prominent in politics and has held the office of city attorney. Frank F., of Portland, after graduating from the high school, attended Yale University. He married Louise Scheuer and is now filling the office of deputy sheriff. Martha G., who is a graduate of the high school, later attended a private school, preparatory to entering Wellesley college, near Boston, Massachusetts, receiving a scholarship and Greek honors from Athens. She is now the wife of Vincent Cook, of Portland. Horace, who was born in 1861, died in 1896.

In his political views, Dr. Giltner was a republican from the time of the organization of the party until his death. In addition to the official position which he held in the line of his profession, he was a member of the school board, to which he was appointed about 1872, serving for several years. He was instrumental in the establishment of the Portland high school and was also instrumental in securing the passage of a bill allowing colored children to attend the public schools. He was a stalwart and determined champion of the cause of higher education as a feature of public schools, saying that he had plenty of money to give his children advantages of that character but that the poorer people's children would never get an education beyond that which the public schools afforded. His labors in behalf of public instruction were effective and far-reaching, and his work in this direction alone would entitle him to the honor and respect of his fellowmen.

The Doctor was a life member of the Masonic lodge of Philadelphia, which he joined in early manhood, and also belonged to Columbia Chapter No. 91, R. A. M. While he held to the belief of the Society of Friends, he yet became a member of the Lutheran church and was a liberal contributor to St. James church in this city. He died May 18, 1910, having for five years survived his wife, who passed away on the 2d of March, 1905, and was laid to rest in River-view cemetery. His home relations were largely ideal. His interests centered in his family and his own happiness seemed complete if he was contributing to the welfare and happiness of his wife and children. He gave to his sons and daughters the best educational advantages, knowing that therein he was bestowing on them a priceless gift. He rejoiced in his success because of the opportunity it gave him to surround the members of his household with the comforts and the luxuries of life. The poor and needy found in him a generous friend, but his charity was always most unostentatious. He followed the Bible injunction not to let the left hand know what the right hand doeth, and from no words of his own did anyone learn of the charity and helpful spirit of Dr. Giltner. There were times when even the recipients of his bounty did not know who was their benefactor. He frequently commissioned someone, oftentimes the members of his own household, to make purchase of flour and other necessities of life, and send such to the poor. His pastor is responsible for the statement that he gave a tenth of his income to the support of the gospel and for the benefit of local hospitals and the poorer classes. His great heart reached out in sympathy to all mankind and his helping hand lifted many a one out of the slough of dependency into an atmosphere of courage and good cheer.

Dr. Giltner was a man of scholarly attainment, who, throughout his life took great interest in the study of history, sociology and literature. He possessed a remarkably retentive memory so that his opinions and his knowledge were frequently sought to settle some disputed question. He seemed almost never to forget a point which he had read or a character with whom he had become acquainted in literature. During the last four years of his life he suffered from ill health but retained the same keen perception and memory that had characterized him in his youth. The snows of many winters whitened his hair for he reached the age of eighty-six years, but his heart ever remained young, and in spirit and in interest he seemed always in his prime. For forty-four years he

was a resident of Portland, and in the city it would be impossible to find one who had aught to say against him. Thoughts of reverence and words of praise rise to the lips of many whenever his name is mentioned. Especially was he held in grateful remembrance by the poor whom he assisted, by the friends whose intelligence was stimulated by his own broad knowledge, but most of all in that household where he occupied the position of almost ideal husband and father. What a fitting crown of life is a memory that is as revered and sacred as is that of Dr. Jacob S. Giltner.

MRS. JUNE MacMILLAN ORDWAY.

Love and appreciation are expressed in the term "Oregon's Own," by which name June MacMillan Ordway is called throughout the state. From childhood she has sung the praises of the fair land in which she lives and touched in verse and prose upon many of the experiences of life, winning a place among those whose authorship has added to the literary fame of the northwest. Her birthplace was a new log cabin on the Tualatin plains, her natal day being September 11, 1855. She was one of a family of nine children, a quiet, dreamy child, one to whom the noisy sports of youth made little appeal. She was thoughtful and earnest, and in her very early girlhood seemed to give much consideration to the serious things of life and to plan for the future. She was but six years of age when three of her little brothers passed from life within a very few days, and the little girl became more quiet and thoughtful than before. Many sorrows have since come into her life, but they have never embittered her, having on the contrary developed that broad sympathy which finds its best expression only in those who have passed through the more difficult experiences.

She was extremely young when she began to express herself in writing, and one of her teachers, discovering her great talents and becoming interested in her work, had a little story and verse published in a Salem (Ore.) paper. She was twelve years of age when she first received remuneration for her verse, which was accepted and paid for by a New York publication. Once when very young, after one of her quiet, thoughtful days, when sitting in the midst of the family circle, she suddenly said that she was going to be a "writer lady" when she grew up. This created much merriment in the household, and the sensitive nature of the child shrank from that misunderstanding which is often harder to bear than active hostility. She cherished her little verses, however, and many a time hid her writings away in some secret place, fearing they would be destroyed. Her education was in large acquired through her own efforts and her studious nature inclined her to the perusal of all the volumes which she could procure. From the earliest reception of her verse to the present time she has continued her writing, finding in literary pursuits that expression of the inner self which the painter puts upon his canvas or the sculptor chisels in marble. She is the author of the play "Oregon," together with several other plays, and her writings include many songs, poems and stories. Long since she has established her position in the world of letters and among her treasures are written words of congratulation and encouragement from the late President McKinley, Marcus Hanna and Lillian Whiting. When Ella Wheeler Wilcox visited Portland a few years ago she gave Mrs. Ordway great encouragement, telling her to let nothing discourage her in her writings. Among her most beautiful productions are three dedicatory odes written for the unveiling of military monuments in her native state. One of these entitled, "Muffled Drums" was for the unveiling of the monument at Hubbard, Marion county, erected by the ex-soldiers of that county. For the monument erected in Lone Fir cemetery, Portland, her poem was entitled, "After the Battles," this being erected by the citizens to the memory of those who fell in the Mexican, Civil, Indian and Spanish-American wars. The

last and grandest of the three monuments was erected in Portland, on which occasion her poem was entitled, "After Taps." Her son, Eliot W., was one of the brave boys of Company H, Second Oregon, in the Spanish-American war and died at sea, of typhoid fever, near Manila, September 24, 1898. His company was called the "flower of Oregon," being composed mostly of high school boys of good families and refined homes.

Mrs. Ordway inherits her mother's charitable instincts and has assisted many less fortunate than herself. Like many other kindly disposed people, she has been greatly imposed upon at times, but her heart never closes its doors against the appeal of the needy, and when the possibility of rendering material assistance is hers, she does it with ready hand. Fortune has not always smiled upon her path, but in the darkest hours she has ever remembered her mother's teachings concerning virtue and honesty. The greatest sorrow of her life has come to her in the loss of her children, two beautiful, gifted boys, Eliot and Earl. She was married while quite young to Julius Ordway, a native of Maine, who died in 1908.

Mrs. Ordway is a favorite throughout the state and especially among the pioneer families, and in a newspaper of recent date, she was mentioned as "Oregon's sweetest singer." She says she feels that "she has just commenced getting the ground ready," as it were. She is ambitious, hoping to yet accomplish much in life and much for her native state—beautiful Oregon. The Hassalo Street Congregational church of Portland was organized in a small school house on the property known as MacMillan's addition, and at the service every Sunday morning, June MacMillan Ordway, then a young girl, played upon a small organ, which was carried there every Sunday by the owner from his home, with the assistance of a neighbor. This organ has been brought from Maine.

MORRIS HOMANS WHITEHOUSE.

Among the promising young architects of Portland the name of Morris H. Whitehouse occupies a highly favorable position. A native son of Oregon, he was born at Portland, March 21, 1878. His father, whose sketch appears elsewhere in this record, is Benjamin G. Whitehouse, and his mother Clara (Homans) Whitehouse, both natives of New England and pioneers of the Pacific coast.

Morris H. Whitehouse possessed unusual advantages of education in preparation for a profession which attracts many of the brightest minds of the country. In addition to the training received in various schools, he grew up in a home of culture and refinement—the best of all known institutions for the development of the faculties most essential in the attainment of a successful career. His first school experience was in the public schools where he continued until he arrived at an age for preparatory college training. He then became a student of the Bishop Scott Academy, from which he was graduated in June, 1896, at the age of eighteen. Entering the Massachusetts Institute of Technology, he continued one year—1896-7, and returning in 1902 continued until 1906. In recognition of his work at this school, one of the leading institutions of the kind in the world, he was awarded the prize for special students for best scholarship in all studies and the honor of first holder of the 1906 traveling scholarship. This gave him the opportunity of a year's study abroad, which he spent at the American Academy at Rome, Italy, returning to Portland in 1907. While in Europe he made a study, under most favorable conditions, of many of the greatest architectural works, ancient and modern, and also came into personal contact with many of the most prominent masters.

Opening an office in Portland in 1907, Mr. Whitehouse at once became actively engaged in his profession and during the short time that has since elapsed

has met with marked success. Among the buildings of which he has been architect may be named: the Jefferson high school; the receiving ward of the Oregon State Insane Asylum; the Old Peoples Home; the Ladd & Tilton Bank interior; the grand stand and alteration to the athletic field of the Multnomah Amateur Athletic Club; the new Lincoln high school; also many country and city houses, office buildings and apartment houses for private individuals.

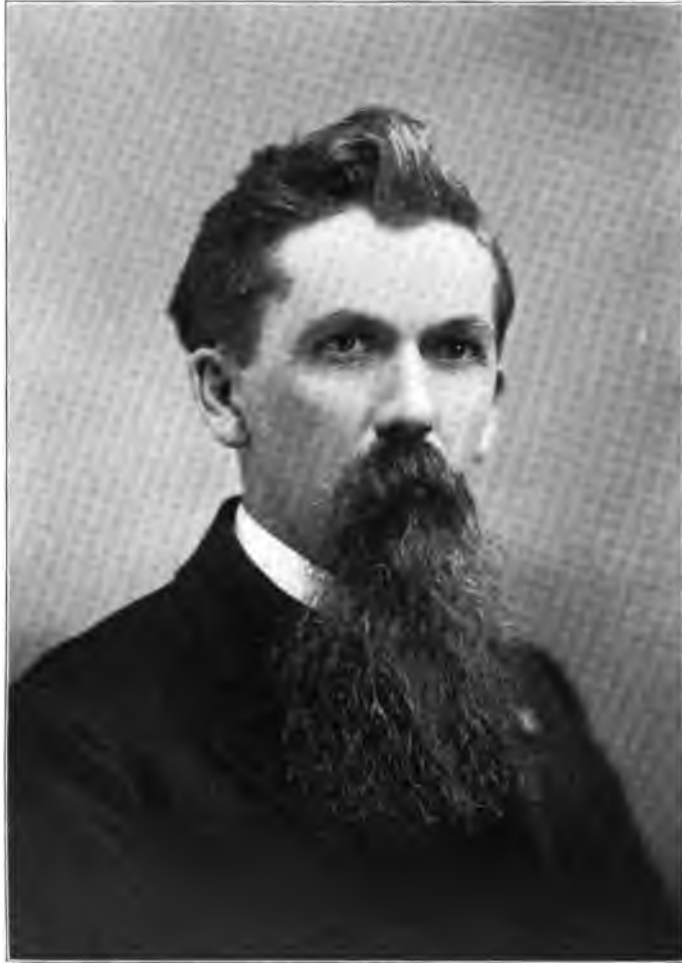
Mr. Whitehouse was united in marriage October 17, 1908, at Salt Lake City, Utah, to Miss Grace Grey Reed, a daughter of James and Georgiana Reed, of Boston, Massachusetts. Mrs. Whitehouse is a highly educated and accomplished lady whose entire sympathy is with her husband at the beginning of his career. He is affiliated in professional organizations as a member of the Portland Architectural Club and as associate member of the American Institute of Architects. He is also a member of the Portland Archaeological Society, the Portland Art Association, the Multnomah Club, the University Club and the Waverly Golf Club. Mr. Whitehouse has many social qualities which have endeared him to a circle of friends which is constantly widening. It is safe to prophesy that he will prove a worthy successor to an honorable father in contributing, to the extent of his ability, toward the upbuilding of the northwest.

E. M. GREEN.

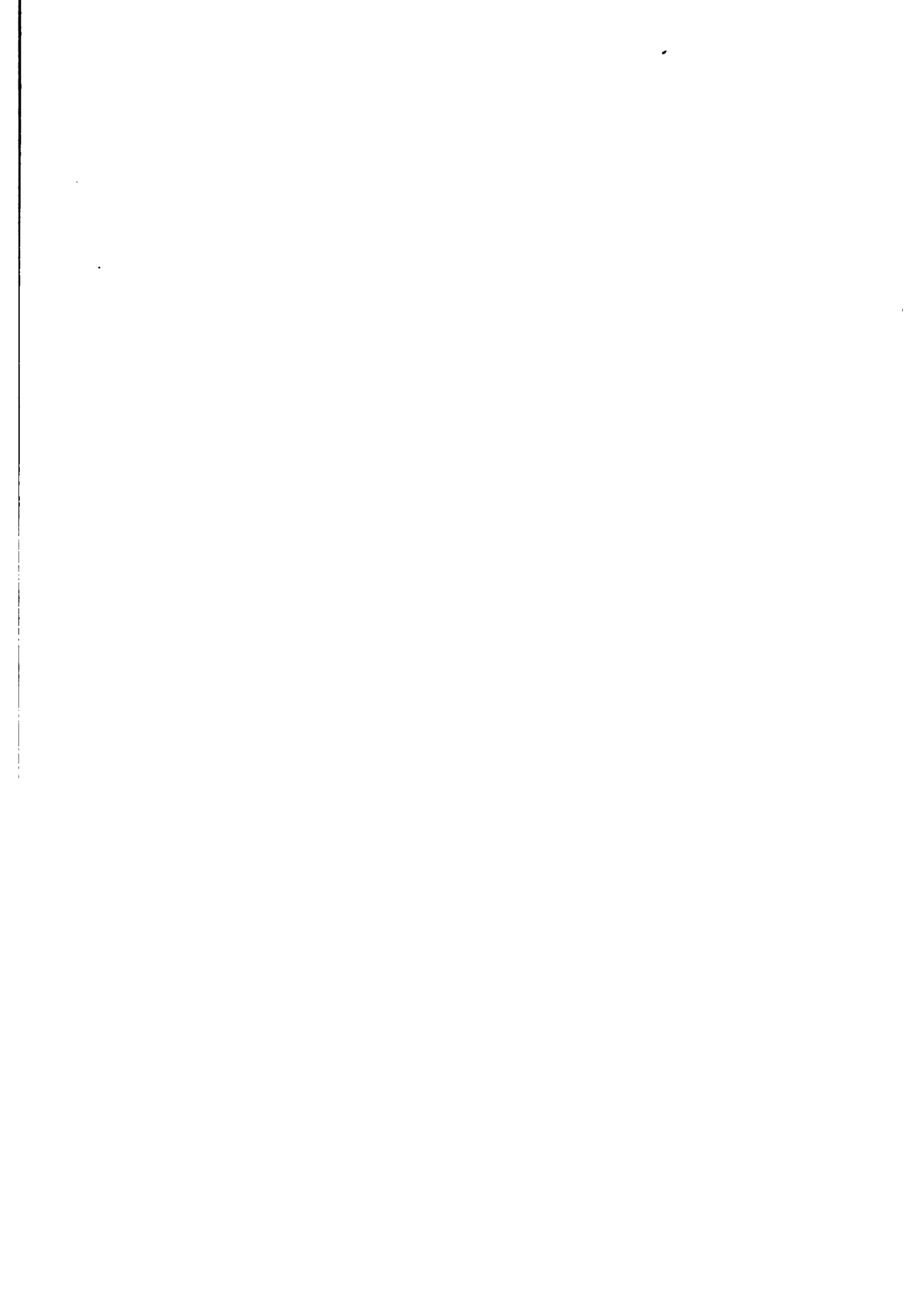
E. M. Green has reached his majority in the practice of law, for he has now been actively connected with the profession for twenty-one years, having opened a law office in Vancouver in 1889. He was born in Iowa, February 10, 1863, and spent his youthful days in that state, his early education, obtained in the public schools, being supplemented by study in the State University of Iowa. He was graduated from its law department with the class of 1888 and in the fall of the same year made his way westward to Clarke county, Washington. The same year he was admitted to practice and for one term after establishing his home in Vancouver he engaged in teaching school there. In the spring of 1889 he opened his law office and has practiced continuously since with great success, being accorded a large and distinctively representative clientage that has connected him with much of the important litigation tried in the courts of his district. Aside from his practice he has business interests of importance, being a director of the United States National Bank of Vancouver and also of the Vancouver Ice & Cold Storage Company.

Moreover, Mr. Green has found time and opportunity for active public work and his devotion to the welfare and improvement of his city is well known. He has served for one term—the year 1908—as mayor of Vancouver and has also been city attorney for three terms, being elected in 1895 and again in 1898, holding the office after the second election for two years. He was also a candidate for judge of the superior court in 1894. In politics he has ever been a stalwart democrat, is a recognized leader of his party in this section of the country and has been a delegate to all of the state conventions of Washington through the past fourteen years. However, he regards the pursuits of private life as in themselves worthy of his best efforts. He has been admitted to all the state and federal courts and is now engaged in a large law practice.

On the 26th of April, 1892, Mr. Green was united in marriage to Miss Eva J. Van Slyke, of Vancouver. They belong to the First Christian church, of which he is a trustee, and he is also a member of the Masonic lodge; of Vancouver Chapter, No. 9, R. A. M.; Vancouver Council, R. & S. M.; Vancouver Commandery, No. 10, K. T.; and Afifi Temple of the Mystic Shrine at Tacoma. He is now a past master of the blue lodge and is scribe of the chapter, and he belongs to the Eastern Star. He also holds membership with the Independent



E. M. GREEN



Order of Odd Fellows, the Benevolent and Protective Order of Elks, the Ancient Order of United Workmen, the Woodmen of the World, and the Fraternal Order of Eagles. His life exemplifies many of the stable and beneficent principles of those organizations, which are all based upon a spirit of mutual helpfulness and brotherly kindness.

JUDGE JOHN CATLIN.

For more than sixty years the Catlin family has been identified with the development of the northwest, the fourth generation of the family now having appeared upon the scene. Coming from sturdy Puritan ancestry, the Catlins have possessed the essential traits which characterized the pioneers and those virtues which aim to advance the moral, intellectual and material welfare of all with whom they have associated. The earlier Catlins were men of great will and energy. They were fearless of danger from savage foe or wild beast and the impression which they made upon the pioneer settlements indicates that they were men of more than ordinary intellectual caliber. It is this type that makes possible the conquest of the wilderness and the establishment of peaceable homes under well ordered laws where previously the country was uninhabitable or barbarous tribes roamed under control of scarcely less barbarous leaders.

The first Catlin whose name gained prominence in the history of the west was Seth Catlin, father of Judge John Catlin, of this review, and grandfather of Seth Catlin, whose sketch is also presented below. He was born at Pittsfield, Massachusetts, in 1792, and in 1805, at the age of thirteen, removed with his parents to Ohio, where the family for some time made its home, the region westward being then largely under control of warlike Indians. The pioneer spirit, however, was still urging forward and Seth Catlin is next met with in Illinois, which was admitted as a state in 1818 and extended an urgent invitation for settlers from more populous regions eastward. There he was married to Agnes, daughter of James Redpath, who emigrated from Scotland in 1818 and located in Illinois. Mr. Catlin was a resident of St. Clair county on the east side of the Mississippi river, opposite St. Louis, and was a prominent figure in public affairs, representing his county for several terms in the state legislature. A family of seven sons came to bless the Illinois home of Mr. and Mrs. Catlin: Seth, Jr., who later died in Arkansas; James, now a farmer in Mexico; Robert, a graduate of the United States Military Academy at West Point, who lost a leg in the Civil war and later resided at Washington, D. C., serving for a time as deputy governor of the Soldiers' Home, but is now deceased; Adam, who lived at the homestead finally selected by the family in the northwest and died in 1906; Charles, who died September 1, 1900; Frederick, engaged in farming in Washington; and John, whose record appears below.

Although Seth Catlin was a good business man and a growing factor in the community where he made his home, he felt that the needs of a large family required a wider field and he decided to migrate to the northwest. Settlers from New England had made a trail leading over South Pass to the mouth of the Willamette river in the territory of Oregon, and caravans each spring passed westward through Iowa and Nebraska toward the newly opened country. In the spring of 1848 Mr. Catlin and his family started on the long journey across the plains and through the mountains and after several months of toil and suffering, arrived safely at the little town of Foster, twenty miles from Portland, the first white settlement the emigrants had seen, with the exception of a few log forts and trading posts, since leaving the Missouri river. They received a friendly greeting from brave men and women who had already located in the region. The country was open for occupation and Mr. Catlin selected a promising tract of six hundred and forty acres three miles south of Portland, where

a cabin was erected and the duties and responsibilities of life in a new country begun. Later he located six hundred and forty acres of land in Cowlitz county, Washington, where he resided until the time of his death. Mr. Catlin was an intelligent man of wide observation and a natural leader. He quickly gained recognition and was elected to the territorial legislature, and when his abilities became better known, was elected a member of the territorial council and served as president of the council for several terms. He was a democrat and ardently advocated the claims of his party. He departed this life in 1865, Mrs. Catlin surviving her husband nineteen years, when she, too, was called away, leaving many relatives and friends who recognized her sterling worth.

Judge John Catlin, the first son of Seth and Agnes Catlin, was born at Turkey Hill, St. Clair county, Illinois, February 6, 1832. He became one of the remarkable men of pioneer times and his memory is cherished in the hearts and minds of many now living who knew him as a man of unsullied character and a genuine friend and helper of humanity. He inherited many of the best characteristics of his father and in addition had advantages of education not possessed by many whose entire life was passed in the battle necessarily involved in the subjection of the wilderness. Judge Catlin received his early education in the common schools and at the age of sixteen accompanied the family on the trail to Oregon. The trip was one of the exciting episodes of a long life, much of which was spent amid stirring scenes, and it often furnished themes for reminiscences of great interest in his later years. Being young and stalwart, he walked a large part of the way to the coast and on arriving was prepared to do a full man's work in clearing the forest and on the farm. He continued at home until twenty-seven years of age, when he returned to Illinois and became a student of law in the office of ex-Governor A. C. French, of Lebanon, Illinois. He also pursued special studies at McKendree College and later went to Cincinnati, where he entered the Cincinnati Law School, graduating with the degree of LL. B. in 1861. He returned to Portland during the fall of the following year and took up the practice of his profession, in which he continued with marked success for more than thirty years, gaining recognition as one of the brightest and best informed members of the bar in Oregon. He served as a member of the Portland city council and in 1886 was elected for a term of four years as county judge of Multnomah county, which position he filled with the highest credit to himself and the county. He had a judicial mind and never allowed personal or party considerations to affect his decisions. Many of his opinions have since been regarded as precedents to be literally observed as they embody the highest principles of right and justice.

Judge Catlin was united in marriage in 1866 to Miss Frances A. Henderson, a daughter of Robert and Rhoda (Holman) Henderson, of Yamhill county, Oregon, pioneers who came from the east in 1846. Eight children were born of the union of Judge and Mrs. Catlin: Agnes R., Robert, Blanche, Seth, Frances, Rebecca, Clementine and Margaret. The Judge departed this life July 19, 1902, after a long and painful illness, during which he displayed a fortitude that endeared him more than ever to his family and friends. For several years previous to his death he lived retired. He was a member of the Masonic order. A great concourse paid their last respects to the memory of one who, by a life of earnest endeavor and thoughtfulness for others, had won their lasting regard.

Seth Catlin, the fourth child of Judge John and Frances A. Catlin, was born at Portland, February 20, 1872. He was educated in the city schools and Bishop Scott Academy, and then studied architecture, his talent being largely along the lines represented by the constructive faculties. For some time he was connected with the city engineer's office and for seven years was identified with the office of the United States surveyor general in Portland. He is now president of the Oregon Map & Blue Print Company, with offices at 323½ Washington street, and through long experience and thorough knowledge of the needs of his specialty, has built up a flourishing business. He was united in marriage June

7, 1905, to Miss Ida Thompson, a daughter of Robert Green and Leona (Welch) Thompson. Her father, who was a pioneer sheep-raiser of Oregon, died in 1894, but Mrs. Thompson is still living. The union of Mr. and Mrs. Catlin has been blessed by one child, John Robert, the name John being one long handed down in the Catlin family and one which has never, to the present day, been dishonored.

BENSON B. ARBUCKLE.

Benson B. Arbuckle, of Portland, is numbered among the veterans of the Civil war. The members of the Grand Army of the Republic are fast passing away, but the story of their deeds will never cease to thrill the American citizens, for history records their prowess and their valor in attempting the preservation of the Union—a work in which they were gloriously successful.

Mr. Arbuckle was born in Bowling Green, Ohio, on the 21st of January, 1838, a son of Joseph F. and Amanda (Smith) Arbuckle, the former of Scotch descent and the latter of English lineage. The father was a farmer by occupation and in 1839 removed westward with his family to Illinois, settling in De Kalb county. He took up his abode upon a preemption claim of one hundred and twenty acres and later purchased the place when the land was put upon the market. Both he and his wife continued to make their home upon that farm until called to their final rest, Mr. Arbuckle passing away at the very venerable age of ninety-three years, while his wife reached the advanced age of eighty-four years.

Benson B. Arbuckle was only a little more than a year old when his parents removed to Illinois, and there amid pioneer surroundings his youthful days were passed. His early education acquired in the district schools, was supplemented by study in the Mount Morris Seminary, of Mount Morris, Illinois, and when he had put aside his text-books he gave his undivided attention to the further development and improvement of the home farm until 1859, when he went with ox teams to Pikes Peak, passing through Denver when there were only two or three log cabins in that now flourishing city. He was engaged in prospecting and mining in Colorado until December, 1861.

In the meantime the Civil war had broken out. He watched with interest the progress of events in the south and when he was convinced that the war was to be no mere holiday affair and that the country needed the aid of all of its loyal citizens he offered his services to the government, and on the 9th of August, 1862, enlisted at Kingston, Illinois, for three years. The regiment was formed in response to the call for six hundred thousand more volunteers made by President Lincoln in the summer of that year, was formed at Camp Fuller, Rockford, and became the Ninety-fifth Illinois Infantry. The troops went into camp at Rockford and remained there from the 4th of September until the 8th of November, preparing for the real and active service before them in the field. Here the men had a good opportunity of becoming acquainted with some of the requirements and conditions of military life and of studying into the theoretical part of war. Squad, company and battalion drills and dress parades occupied their attention and the regiment went to the front well equipped for service. On the 29th of September, 1862, orders were received from Governor Yates for the regiment to proceed to Louisville, Kentucky, and report to Major General H. G. Wright, commanding the Department of the Ohio. Preparations were hastily and gladly made and the regiment started but had hardly boarded the train when Governor Yates rescinded the former order of march and commanded them to return to Camp Fuller. On the 30th of October, however, another order directed that the command move immediately to Columbus, Kentucky, and report for duty to Major General U. S. Grant, commanding the Army of the Ten-

nessee. The troops joined Grant's army at Jackson, where preparations were going on for an active campaign in the field. On the 21st of November they proceeded by rail to Grand Junction and were assigned to the division commanded by General John McArthur, where the Ninety-fifth was called upon to associate, drill, march, fight and compete with those veteran regiments that had entered the service at the beginning of the war. The men were put upon their mettle and proved themselves equal to the old war-scarred veterans. With the usual experiences of marching and warfare the Ninety-fifth proceeded toward Vicksburg. The command was in camp at Abbeville until the 18th of December, 1862, performing various kinds of post duty. Marching through Oxford, they proceeded to Yockena Station, where news was received that the Confederate General Van Dorn had made a dash with his cavalry into Holly Springs, destroyed large quantities of supplies and largely captured the federal garrison. The troops at Yockena were then ordered back to Holly Springs to protect against another such invasion by Van Dorn. The campaign closed in northern Mississippi, with the federal troops successful in driving the enemy from his base on the Tallahatchie river. It was soon evident that there was a grand expedition on foot for the Army of the Tennessee with Vicksburg as a point of attack. When the troops had proceeded as far as Alabama, however, the Confederates managed to get in their rear and they returned to Memphis, from which point they took a boat for Lake Providence, where they assisted in cutting the levee. Afterward they went to Vicksburg and participated in the long siege against that city. Following its capitulation the Ninety-fifth Illinois was among the first regiments to enter and take possession of Vicksburg, on the 4th of July. Mr. Arbuckle was severely injured in the charge made on the second day, sustaining a wound in the back. He was then sent to the field hospital near Vicksburg and later was sent home for a thirty day's furlough. On the 9th of August, 1863, he rejoined his regiment at Vicksburg, where the winter was spent, and in the spring the regiment proceeded up the Red river and participated in a number of skirmishes. Subsequently they started to join Sherman but had proceeded only as far as Memphis when they were sent to Guntown, participating in the hotly contested battle there, in which Company G of the Ninety-fifth Illinois, to which Mr. Arbuckle belonged, lost its captain and the colonel of the regiment was also killed, while about eighty out of the three hundred members of the command lost their lives. The remainder of the regiment then returned to Memphis and from that point proceeded to Little Rock, Arkansas, and later followed Price into Missouri but arrived a few hours after the capture of the army. Recrossing the Mississippi, they proceeded to Nashville and encountered General Hood, making two charges upon his army, after which they followed his troops down to Corinth, Tennessee. At that point they took boat for New Orleans, proceeded to Spanish Fort and aided in besieging and capturing that federal stronghold. Later Mr. Arbuckle went to Montgomery, Alabama, and then to Mobile, where the Ninety-fifth Illinois was engaged in guarding railroads until the close of the war.

Following the cessation of hostilities Mr. Arbuckle was mustered out at Camp Butler, Springfield, Illinois, August 21, 1865, returning to his home with a most creditable military record. Through his three years' connection with the army he had met all the experiences of military life, the hardships and privations, the long and difficult marches as well as pitched battles, in which line after line of blue-coated boys stood without wavering to defend the old flag and the cause it represented.

Following his return to the north Mr. Arbuckle resumed farming, giving his attention to general agricultural pursuits until 1885, when he came to Portland. He still owns his Illinois farm, comprising one hundred and seventy acres of rich and productive land.

On the 3d of October, 1878, Mr. Arbuckle was united in marriage to Miss Mary E. Ray, a daughter of Miles S. and Ellen E. (Hardenberg) Ray. Mrs.

Arbuckle was born in Sullivan county, New York. Her father was a farmer and carpenter in the east and removed from the Empire state to Illinois with his family when his daughter Mary was a young lady of twenty years. He established his home in Belvidere, Boone county, Illinois, where he lived to the venerable age of ninety-four years, having long survived his wife, who passed away at the age of sixty-three. The remains of both were interred in the cemetery there. Unto Mr. and Mrs. Arbuckle have been born two children, but the younger, a son, Roy F., died when thirteen years of age. The daughter, Ellen E., is now the wife of W. D. Fraley, of Portland, and they have two children, Hylah E. and Mary R.

For several years after coming to Portland Mr. Arbuckle was engaged in the real-estate business but is now living retired, enjoying in well earned rest the fruits of his former labor and careful management. His religious faith is that of the Methodist church and his life record has ever been in harmony with his professions.

HOWARD M. COVEY.

For sixty years the Pacific coast has attracted aspiring young men who perceived that here are presented opportunities in all lines of industry such as hardly to be found in any other region of the world. Vast resources have been exploited and the mines, the forests, the waters and the soil have yielded untold millions to the active brain and skilful hand of man, and each year new treasures are discovered and new avenues to independence and prosperity are opened. Among the comparatively recent sources of wealth on the coast and one which has been developed after foundations had been laid in other lines is the introduction of the automobile. During the last decade the sale of the automobile has grown by leaps and bounds all over the country and, judging by the universal interest which this wonderful vehicle has aroused, there is scarcely a limit to the development of the industry. The automobile is no longer confined to the city. Farmers all over the continent are finding it one of the important auxiliaries in their operations and it is coming into use for purposes not dreamed of in its earlier days. It has won its way into all classes of society and is today acknowledged as one of the most active and successful bidders for popular favor that has been known in modern times.

It was for the purpose of entering the automobile business that Howard M. Covey eight years ago came to the Pacific coast. He was born at Jefferson, Texas, November 19, 1875, and was reared and educated in the public schools of Jefferson, Marion county. Being attracted to a business career, he entered the employ of the Waters Pierce Oil Company, with which he continued for a number of years, advancing from time to time until he had attained a position of responsibility. During his experience with this company, which is one of the large corporations of the United States, Mr. Covey gained a great deal of practical knowledge in the management of business affairs and also was wide-awake in an unusual degree as to opportunities for young men in other parts of the country. He felt moving within him the desire to become independent and not to continue through his entire life under the direction of others. Perhaps he heeded the admonition of Andrew Carnegie, who said: "I would not give a fig for the young man who does not see himself the partner or head of some important firm." At all events, this idea conveyed in the words of the great iron master was working in the fertile brain of the ambitious young man of Texas and accordingly, in 1902, he severed his connection with the oil company and came to Portland, where he has since been successfully identified with the automobile business. He has the exclusive agency of the Pierce Arrow and Cadillac automobiles for the state of Oregon. To give an idea of the extent of his operations it may be stated

that in 1905 the sales amounted to thirty thousand dollars; in 1906, to fifty thousand; in 1907, to eighty-five thousand; in 1908, to one hundred thousand; while in 1909 the sales reached three hundred and fifty thousand dollars; and in 1910, five hundred thousand dollars. The record may almost be said to be phenomenal and is believed to be a safe index as to the growth of the automobile business not only on the Pacific coast but in other parts of the country.

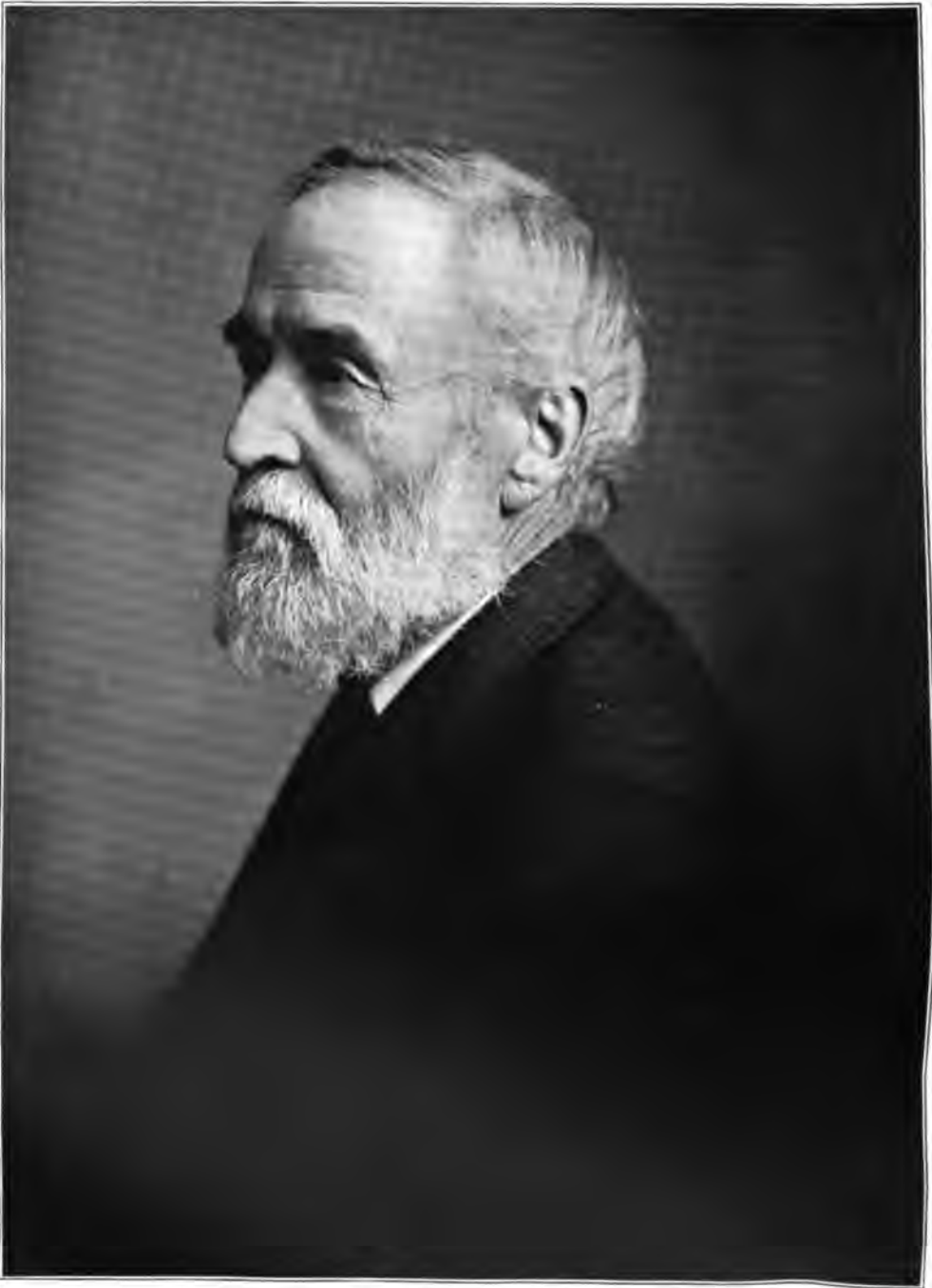
On October 1, 1908, Mr. Covey was united in marriage to Miss Marie Warwick, of Goldendale, Washington. He is a member of the Commercial Club and is recognized as a man of pronounced energy who has fairly demonstrated his ability to carry to a successful conclusion any enterprise which he may undertake. He has a liberal endowment of ambition, grit and good judgment and these are the qualities that in all honorable vocations lead to the ultimate victory.

JOSEPH HAMILTON LAMBERT.

Fiction presents no more interesting or thrilling events than detailed history of the Oregon pioneers among whom Joseph Hamilton Lambert was prominent. Without the sound of martial music to inspire, these heroes of the great west faced hardships and dangers as great as those which confront the soldier on the active campaign. And single-handed and alone the pioneer wages his warfare in his efforts to conquer the land and utilize the natural resources of the country. His fitting monument is the great state which he helps to upbuild. The name of Joseph Hamilton Lambert is inscribed on Oregon's roll of fame, not alone because of the fact that he aided in laying a broad and stable foundation for the commonwealth, but also because he was one of the pioneer horticulturists, his labors proving the possibilities of Oregon in the direction of fruit culture.

He was born on the frontier, for Vigo county, Indiana, was a "far west" district at the time of his birth on the 1st of December, 1825. The family home was at that time a few miles northeast of Terre Haute. His grandfather arrived in that district at a time when prairie land was supposed to be practically worthless and the settlers chose to make their homes in the timber. This course the grandfather followed and lost the opportunity of obtaining any of the prairie land now so valuable. The father of Joseph Hamilton Lambert engaged in hunting, for deer and wild turkeys were plentiful and the family larder was thus supplied with food. The mother, a lady of Scotch birth, realizing the value of educational training, early began to instruct her children in the common branches of learning as well as to instill into their minds lessons of industry, integrity and self-reliance. Her death, however, occurred when her son Joseph was but seven years of age, when the family home was broken up, Joseph Hamilton Lambert remaining with an aunt for a few years or until he rejoined his father, who had married again and was living in a little log cabin on a rented farm on Otter Creek prairie in Vigo county, Indiana. The cabin was in a bleak and cheerless place, without a tree or shrub within a mile of it. The new stepmother had children of her own and early gave strong indication to her stepchildren that there was hardly room for them in the tiny log cabin.

Because of this fact Joseph H. Lambert went to live with a married sister and her husband, with whom he remained for two years. But the brother-in-law was very exacting in his demands upon the boy, to whom he showed little kindness, and Mr. Lambert, at that time a youth of fourteen, decided to go to a farmer who had previously requested him to do so. On the way, however, he passed the home of a sister of the brother-in-law he had just left, and when she learned his purpose she and her husband would not let him go, and for six years he found a good home and kind treatment with them, and when he was twenty



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years of age they gave him a horse, saddle and bridle and followed him with good wishes as he started out into the world for himself.

Traveling westward to Iowa, he was employed during the summer upon a farm near Des Moines and devoted the succeeding winter to the advancement of his education as a pupil in the school of Agency City, Iowa. In the following spring he joined two farmers in the purchase of a portable sawmill operated by horse power. They located this at Dahlonga and ran it successfully until the fall of 1849, when Mr. Lambert disposed of his interest that he might again attend school the following winter. In the spring of 1850 he once more took the trail to the west, joining David Watkins, a man of admirable characteristics who furnished three-fourths of the new traveling outfit. They were accompanied by two men as passengers and everything proceeded as they wished until they reached the Missouri, when they were informed that the ferries were engaged for a week ahead and they must await their turn to cross. A day or two later, while walking along the river bank, Mr. Lambert noticed an unused ferry boat and, finding plenty of men who were willing to work if able to transport their wagons across, he took charge without thought of remuneration and succeeded that afternoon in crossing several wagons. The next morning he went to the river again and, finding his boat in charge of another man, stood watching the scene until the owner of the ferries sought him out and putting a dollar into his hand said: "Take the boat and cross your wagons." This Mr. Lambert at once did and the middle of the afternoon saw the work accomplished. Soon the little party of four fell in with a large company of emigrants who were traveling somewhat in military order. They traveled with this company until they reached the Black Hills, when there occurred what Mr. Lambert and his companions felt were unnecessary delays. His party were in the lead and behind was a wagon driven by a Mr. Paine. These two decided to push on alone and at length reached the point where the Oregon and California trails divided. Mr. Watkins proposed to Mr. Lambert that they should spend the winter in Oregon, so that they took the northern trail on which they soon overtook a wagon train from Iowa. Deeming it safer to remain with that party because of the possibility of Indian attack, they at length arrived at "Fosters" on the 14th of September, 1850.

After spending the winter in Salem, Oregon, Mr. Lambert went to Yreka, California, in the spring of 1851, but the conditions of mining and the success which he attained convinced him that life in other directions was more desirable and in June he returned to the Willamette valley, where he engaged in cutting saw-logs and driving a logging team. He was afterward employed to haul logs by Meek & Luelling, of Milwaukie, and thus served until he joined a surveying expedition which, under the direction of a Mr. Ives, ran the meridian line from Portland to Puget Sound. Later they ran the first standard parallel south and afterward laid out a few tiers of townships which included Salem. Their surveying season over, Mr. Lambert returned to the sawmill at Milwaukie and was paid fifty dollars per month for driving a logging team during the winter. The following spring his wages were advanced to one hundred dollars per month. The following winter he worked in a mill, which he leased in the spring of 1853, and in its conduct met with success. When Meek & Luelling learned that he was planning to return to the states, they offered to give him work in their nursery and orchard until they could pay him the wages which were already due him, and, deciding to accept the offer, Mr. Lambert became connected with horticultural pursuits, in which field he was destined to achieve not only success but fame.

Mr. Lambert remained with that firm until November, 1854, when he was united in marriage to Miss Clementine Miller, the oldest daughter of Mr. and Mrs. Henry Miller, of Milwaukie. With his bride he then took up a donation claim of three hundred and twenty acres in Powell's valley, where they resided

until 1859, when he and his father-in-law purchased a half interest of Mr. Meek in the orchard belonging to Meek & Luelling, the purchase price being twenty-five thousand dollars. Their cash payment was very small, however, as much of their money had already been invested in property. They were associated with H. W. Eddy, who had bought Mr. Luelling's interest, but he took no active part in the management of the farm. The new venture did not start out very propitiously for the price in apples declined materially that winter and, moreover, the heavy crops of several previous years had largely exhausted the strength of the orchard. Mr. Miller was so discouraged at the outlook that he desired to write to Mr. Meek for release or at least a modification of their contract. But Mr. Lambert opposed this plan, determined if possible to win success in the venture and assumed entire management. Bending every energy to the accomplishment of the task, he sought by experiment and study to improve the condition of the orchard and introduced the plan of plowing so that all dirt should be thrown away from the trees instead of toward the trees, as had been the previous method, whereby the smaller roots had been left bare. Also in pruning he cut clear back to healthy wood, regardless of the size of sacrificed limbs. The wisdom of his course was soon apparent. In two years the orchard was completely resuscitated and mammoth crops of apples were gathered. Oregon has always produced some of the finest apples grown in America and, encouraged by the success which Mr. Lambert had achieved, the owners of the orchard now bought up large quantities of apples and shipped them with their own. Five years served to clear the place of all indebtedness, at the end of which time a division of the property was made, Mr. Eddy taking other lands in lieu of his interest in the orchard, which now remained the possession of Miller and Lambert. The latter became sole proprietor when, in 1870, Mr. Miller removed to Portland. The orchard is notable from the fact that it produced the first cultivated fruit west of the Rocky mountains and demonstrated the possibilities of Oregon soil for horticultural development.

Not only did Mr. Lambert produce apples of fine size, flavor and variety, but also turned his attention to other fruits and produced the famous Lambert cherry. A contemporary biographer in speaking of this cherry said: "Its production was purely accidental. Having gathered up a handful of seedlings from where they had sprung up about some of the trees, he transplanted them into a little nursery and, when large enough he grafted them with cuttings of old and time-tried standard varieties. The graft died but the seedlings flourished and bore fruit. The new variety, because of its immense size, its rich color, fine flavor and small pit became popular at once, and the cultivation of this new and distinctly Oregon variety has expanded until the propagation has been introduced into every cherry growing section of the country." Mr. Lambert naturally came to be recognized as an authority upon the subject of fruit culture in the northwest and the work which he accomplished was the nucleus of an industry of inestimable value to the state. While several futile attempts were made to organize a horticultural society in Oregon, the first being in 1869, it was not until 1887 that a successful organization was effected in the establishment of the present Oregon State Horticulture Society. It was Mr. Lambert who nominated for the presidency J. R. Cardwell, who occupied the position for ten years, when he declined to serve longer, but three years later was again chosen for the office. Mr. Lambert manifested throughout his life a deep interest in horticultural progress in Oregon. With the growth and development of the orchards there came in time the pests, which the horticulturist must fight. In speaking of these Mr. Lambert said: "The oyster shell or bark louse was the first enemy to the beauty and perfection of Oregon fruit. This made such a quiet and stealthy attack that most growers were unaware of its presence until much damage had been done. It disappeared as suddenly and as unaccountably as it had come. This was in 1869. Next to come was the blight (called vegetable fungus by Professor O. B. John-

son) which caused black spots to appear on the apple and pears and a sooty deposit on the leaves. This blight still lingers in many orchards though not so bad as at first. Following this came the cherry slug, green aphid, codlin moth and San Jose scale, besides several raids of caterpillars."

Mr. Lambert continued to conduct business as a horticulturist until September, 1890, when he felt that it was wise for him to give up activities of so strenuous a character. On the 22d of September, 1890, he assisted in organizing the Citizens Bank of Portland, of which he was elected president with his son, Albert W. Lambert, as secretary and business manager. They conducted the bank safely through the financial panic of 1893 and establishing it upon a safe, conservative policy, developed its interests and promoted its growth until it is today one of the important financial institutions of the coast. Mr. Lambert remained its president until his demise and his name was as honored in financial circles as in the field of horticulture.

The family of Mr. and Mrs. Lambert numbered two sons and six daughters, all of whom are yet residents of Portland. These are Albert W., Henry M., Mrs. E. L. E. White, Mrs. A. B. Graham, Nellie, Mrs. W. L. Wood, Mrs. D. G. Woodard and Grace. The death of Mrs. Lambert occurred early in the '90s, while Mr. Lambert passed away in November, 1909.

While living in Multnomah county in 1858 he was elected county commissioner and in 1864 was chosen for that office for Clackamas county. He never sought to figure prominently in political circles, however, preferring to concentrate his energies upon those interests which constituted his business life. After removing to Portland he erected a beautiful residence, which he occupied with his unmarried children up to the time of his demise. After coming to this city he largely put aside business cares, merely giving his supervision to his invested interests, and thus in peace and quiet he came to an honored old age, almost reaching the eighty-fourth milestone on life's journey. He witnessed the marvelous development of the state, his memory forming a connecting link between the primitive past and the progressive present. Who would have dreamed that Mr. Lambert, arriving in Oregon when this city contained only a few buildings, most of them of logs, along the river front, would live to see the development of the great and beautiful city of which every visitor speaks only in terms of admiration? He lived to witness in 1905 the celebration of the one hundredth anniversary of the Lewis and Clarke expedition to the northwest, on which occasion the skill of the architect and the art of the landscape gardener were exerted to their utmost to honor the explorers who marked out the path to Oregon, over which came the train of permanent settlers that made their way into the state in the late '40s and early '50s to take advantage of the natural resources of the country and found here a commonwealth which in many respects ranks with the older states of the Union. In all the work of progress Mr. Lambert was deeply interested and his contributions to general improvement were of a valuable character.

ADAM McNEMEE.

Among the sons of the pioneers of Portland is Adam McNemee, who for more than twenty years has been engaged in the express and transfer business. He has been identified with the coast region ever since his boyhood and has been a witness of the great changes that have taken place in the settlement of the country and the vast commerce that has grown up on the railroads, the rivers and the ocean coast, bearing the products of forest, mine and farm to the most distant markets of the world.

Mr. McNemee is the son of Job McNemee, who was born in the early part of the century in the Buckeye state and spent his boyhood in Fairfield county, Ohio. At that time the country west of Ohio was largely a wilderness, although a few settlements were scattered along the Mississippi river and at favorable

locations in Indiana and Illinois. The McNemee family carries pioneer blood and the Ohio lad turned his face toward the west, stopping for a time at St. Joseph, Missouri, where he engaged in farming and also on a small scale as a grading contractor. In 1845 he joined a wagon train that was bound for the northwest coast of the Pacific and drove an ox team up the valley of the Platte past Independence Rock and the trading posts at Fort Laramie and Fort Hall, arriving safe in the valley of the Willamette after an arduous journey of six months. The spot now occupied by the beautiful city of Portland was then a dense forest with probably one or two cabins standing on the bank of the stream. Mr. McNemee took up a donation claim of five hundred and fifty acres on the location where now stands the city of Portland but owing to litigation his claim passed to other hands. For a time he engaged in the hotel business and in 1849 he was among the excited gold hunters who sought fortune in the lands of California. A year later he returned to Portland and for four years was connected with the retail liquor business. For several years he took contracts for clearing land in the vicinity of Portland and for three years was identified with the manufacture of wooden pumps. He finally sold out his business and in 1873 was called away. Mr. McNemee married Hannah Cochran, who was a native of Indiana, and to them were born thirteen children, three of whom are now living: Adam, whose name appears at the head of this sketch; Andrew Jackson, now a Methodist minister of Longley Island, Washington; and Eveline, formerly the wife of Charles Shroder but now Mrs. Harry Barkenstein, of Sellwood, this state.

Adam McNemee was reared at Portland and educated in the public schools. For some years after arriving at man's estate he engaged in teaming, but since 1888 he has been continuously identified with the express and transfer business in this city. Since 1875 he has been identified with Samaritan Lodge, No. 2, Independent Order of Odd Fellows, of Portland. In the early days he was for eighteen months an active member of the volunteer fire department, No. 4. He is identified with the Pioneer Society and is remarkably well informed concerning the early days and the trials and sufferings of the first settlers of the Willamette valley. By a life of industry and close attention to business he has gained the good-will not only of the older settlers but of newcomers who are quick to recognize worth when it is possessed by a man who is thoroughly trustworthy and who endeavors according to his ability to exemplify the principles of friendship, love and truth.

IRA F. POWERS, SR.

The name of Ira F. Powers as borne by father and son has for almost five decades figured in connection with the commercial history of Portland and has ever been a synonym for progressiveness and probity. Ira F. Powers, Sr., the founder and promoter of the Ira F. Powers Manufacturing Company, was for a long period not only one of the leading manufacturers and merchants of this city but one whose high sense of honor, personal integrity and broad humanitarianism gained for him the highest regard and most unqualified confidence of his fellowmen.

The ancestral history of the family records the fact that the American branch was established at Littleton, Massachusetts, at an early period in the colonization of the new world and that the lineage is traced back in England as far as the twelfth century. The name of Powers or Power is from the old Norman name *le Poer* and is as old in England as the times of William the Conqueror, one of whose officers bore that name at the battle of Hastings, as appears on the roll of survivors in Battle Abbey. The name was changed to the present form in 1683 and through succeeding generations representatives of the name



IRA F. POWERS, SR.

continued to reside in New England. Walter Power, the founder of the American branch of the family, was born in 1639 and died February 22, 1708. He was married March 11, 1661, to Trial, a daughter of Deacon Ralph and Thankes Shepard, who was born February 10, 1641. A genealogical record says: "Little is known of Walter Power, but probably he had not received advantages of much early education but depended upon strong sinews and sterling good sense to establish a home for himself and family. Trial, his wife, seems to have been a woman of some education. At the time of their marriage they settled in or near Concord, now the town of Littleton. In 1694 Walter Power bought of Thomas Waban, and other Indians, one-fourth part of the township of Nashobe. His remains were doubtless laid in the old Powers burying-ground, as were also those of his wife, who survived him many years."

Their third child, Isaac Power, was born in 1665 and was married, April 14, 1701, to Mrs. Mary Winship, the widow of Samuel Winship and the daughter of John Poulter. Isaac Power seems to have been prominent among the sons of his father and to have taken the lead in affairs. He was captain of the military; a petitioner for town incorporation; moderator of the first town meeting and continued to hold office for many years. He was twice elected to the great and general court and was colonial agent for conveying lands. One of the children of Captain Isaac and Mary Power was Gideon Power, the third of their family, who probably lived in Lexington, Massachusetts, as his name appears on the town rolls as a soldier in an old French war. He married Lydia Russell and they had four children, the third being Jonas Powers, who was born December 6, 1738, and married Betsey Tower. They became residents of Vermont and had a family of nine children. Of these Asa Powers, the second in order of birth, married Rebecca Shippinwell, of Chester, Vermont. Of this marriage there were born eight children, the eldest being Levi Powers, who was born July 9, 1791. Leaving his old home in Vermont he established a branch of the family at Ballston Spa, New York. There he wedded Mary Frost, who died March 2, 1872, while his death occurred April 17, 1882.

While Levi and Mary (Frost) Powers were living at Au Sable, Clinton county, New York, a son was born to them May 5, 1831. To the boy the parents gave the name of Ira. He was carefully trained under the parental roof but from the age of twelve years had to depend upon his own resources for a livelihood, and the inferior educational advantages of the community in which he lived enabled him to make comparatively little progress along the lines of mental development save that a naturally quick and receptive mind and a retentive memory enabled him to learn many valuable lessons in the school of experience. In the course of time his continually broadening knowledge promoted him to a place where his intellectual power far exceeded that of the majority of his fellowmen with whom he came in contact, enabling him to correctly solve intricate business problems, to carefully formulate plans and to execute them with dispatch. His opportunity came with the discovery of gold in California, which drew him to the Pacific coast. The long journey around Cape Horn being completed, he made his way to the mines, where he engaged in a search for the precious metal for thirteen years, meeting with considerable success, prospecting during that period in various parts of California and Idaho.

In the spring of 1865, however, Mr. Powers turned his attention to commercial pursuits, establishing a second-hand furniture business in Portland in partnership with A. Burchard. The new enterprise proved profitable and was conducted until they suffered heavy loss by fire in 1875. In the meantime Mr. Powers had extended his efforts to include the manufacture of furniture, which he began in 1872 under the firm style of Donly, Beard & Powers, their plant being located at Willsburg. In 1875 he established a factory on Front street, at the northwest corner of Jefferson street, where he was located for six years. Subsequently the business was at the foot of Montgomery, while later the plant

was removed to South Portland. In 1882 the furniture store on First street opposite the present store was destroyed by fire with a loss of forty thousand dollars. In 1884 there occurred a fire in the factory, with losses amounting to sixty-three thousand dollars, covered only by eleven thousand dollars insurance. It was after this that the plant was built on a three acre tract of land in South Portland, but here the factory was carried away by the Willamette freshet in 1891, causing a loss of one hundred thousand dollars. All of these losses occurred within a period of ten years. On the 1st of March, 1911, the company will be in their new building at the corner of Third and Yamhill streets, where a general house-furnishing business will be conducted. In 1893 the business was incorporated under the style of the Ira F. Powers Manufacturing Company, and Mr. Powers remained as president until his death. This became one of the important productive industries of the city, its trade increasing as the result of the thorough workmanship and attractive styles which were characteristic of the output.

Notwithstanding that the business was a constantly growing one, Mr. Powers did not devote his entire attention to this line, his resourceful ability enabling him to accomplish substantial results in other connections. His name became a prominent one in banking circles and he was, moreover, actively associated with interests which bore upon the general development and prosperity of the city but had no direct effect upon his own finances. He was a member of the Chamber of Commerce and of the Manufacturers Association, and he was active as one of the builders of the Morrison street bridge, while of the Madison street bridge he was a stockholder.

Throughout his life Mr. Powers was actuated by a spirit of helpfulness that was again and again manifest in his relations with individuals and also in association with organized charities and benevolences. The homeless boy appealed strongly to his heart and it is said that at times he had as many as five such boys in his own home, doing all he could to train them for positions of usefulness and honor in the business world. It was largely through his instrumentality that the Boys and Girls Aid Society was organized in Portland. The homeless and friendless never sought his assistance in vain, his charitable spirit reaching out to all, while his material assistance was the tangible expression of his warm heart. He was in thorough sympathy with the basic principles of those organizations which recognize the brotherhood of mankind, and thus it was that after coming to Portland he cooperated in the work of the Masonic fraternity here. He became a member of Gold Run Lodge, F. & A. M., while in California, and transferred his membership to Harmony Lodge, No. 12, of Portland, of which he served as treasurer for twelve years. He also joined Portland Chapter, No. 3, R. A. M.; Oregon Commandery, No. 1, K. T.; and Al Kader Temple, A. A. O. N. M. S. He belonged to Pilot Peak Lodge, I. O. O. F., at one time and to the Ancient Order of United Workmen, while his political allegiance was ever given to the republican party.

Ira F. Powers, Sr., was twice married. In 1860 he wedded Miss Minnie Wilson, who died four years later, leaving an only son, Frederick, now of Maine. In 1870 Mr. Powers wedded Mary Sullivan, a native of New York city, who in an early day was taken to the west by her parents, D. and Jessie Sullivan, and afterward accompanied her mother from California to Oregon. By the second marriage there was but one son, Ira F. Powers, Jr., who was born in Portland in 1872, and between the ages of seventeen and twenty was in his father's store. He spent a year in the furniture business at La Grande, Oregon, and later went east on the road as a traveling salesman, but in August, 1902, resigned his position to become secretary of the Ira F. Powers Manufacturing Company. He succeeded to the presidency upon his father's death and, like him, is recognized as one of the prominent business men of Portland. He belonged to the Manufacturers Association, to the Board of Trade, to the Multnomah Athletic Club,

to Harmony Lodge, No. 12, F. & A. M., and gives his political support to the republican party.

The death of the mother, Mrs. Mary Powers, occurred in 1875. Mr. Powers survived until the 8th of September, 1902, when he was called to his final rest at the age of seventy-one years, leaving not only the fruits of former toil as represented in important manufacturing and banking interests, but also an untarnished name that had long stood in Portland as the synonym for commercial enterprise and probity.

COLONEL DAVID M. DUNNE.

Continued success in business or in the administration of important public affairs may safely be regarded as the best test of merit. Judged by this standard Colonel David M. Dunne, collector of United States internal revenue, with headquarters at Portland, stands in the front rank. He has occupied the office since 1892 and his administration of its responsibilities has proven so satisfactory to officials at Washington that he was recently reappointed by President Taft to fill the position for the fourth term—an honor rarely accorded on the Pacific coast or elsewhere in the country. He is known as one of the most efficient officials in the revenue department; one whose accounts are always correct and whose management of his office is in strict accordance with the law and with the accepted usages of the best business houses.

David M. Dunne was born in Tipperary, Ireland, October 19, 1851, a son of John and Johanna Dunne. He received his preliminary education in the national schools of Ireland and later in the United States, his parents having emigrated to this country when the subject of this review was ten years of age.

In 1881 Colonel Dunn arrived in Portland, where he has since made his home. He had acquired a practical knowledge of business before coming to the Pacific coast, and, seeing a favorable opening in the city of his adoption, he became associated with John Kelly in the wholesale and retail paint, oil and glass business, under the style of Kelly, Dunne & Company. Through energetic and capable management the business increased steadily and the house has for years been one of the leading enterprises of the kind on the coast. Mr. Kelly retired during the '90s and the main direction of affairs has since been under Colonel Dunne, who has kept thoroughly informed as to the demands of a growing population, also appreciating the importance of being abreast of the times in all products offered for the market. From year to year the plant has been enlarged and improved, new manufacturing machinery has been added and new lines of goods originated, thus increasing the reputation of the house and extending its influence, which now covers all parts of the coast and extends to many points in the interior. The firm was the first exclusive paint, oil and glass establishment on the coast and a number of competitors have since entered the field, but no amount of competition has materially lessened the steady development of a house conducted on principles of liberal treatment of the trade and giving fair values for all money received.

Colonel Dunne is the founder of the Portland Linseed Oil Company, one of the important manufacturing concerns of the state, which has contributed in no small degree to the prosperity of the farming region. The company carries on a large business over a wide territory and is a substantial enterprise of Portland. He is also president of the David M. Dunne Company, Inc., manufacturers of paints, etc., and president of the Mexican Rubber Culture Company, which owns over two thousand acres of rubber trees in the state of Chiapas, Mexico.

Colonel Dunne first became identified with political affairs in 1888, when he was elected county commissioner of Multnomah county. He introduced into the office of county commissioner the same business methods that he had found most satisfactory in private affairs. The time-check system of payment for

road work was applied and other important changes instituted which have since been found practical and a great saving to the county are to be credited to the discernment and energy of the new county commissioner. When he entered the office a Chinese leper colony was being maintained at a cost of several thousand dollars yearly. Through his efforts a brig was secured, the lepers, fifteen in number, were placed on board and were sent home at a cost of one hundred dollars each. The leper quarters at the poor farm were then destroyed by fire and a menace to the entire country was thus eliminated. When Colonel Dunne assumed the office of internal revenue collector in 1898 his jurisdiction extended over Oregon, Washington and Alaska. In 1903 the territory was divided and his district is now confined to the state of Oregon. He has always given close personal attention to his official duties and this accounts in an important degree for the continued success of his administration. In 1892 he was one of the presidential electors from Oregon and cast his vote for Mr. Harrison. He has been an active worker in state affairs and served as commissioner general under Governor Lord and as colonel on the staff of Gov. T. T. Geer. It was largely through his efforts that the present armory of the Oregon National Guard was erected in Portland.

Colonel Dunne was married in 1876 to Miss Margaret Frowley. The home of Colonel and Mrs. Dunne is one of the handsome residences of the city. He is a member of many organizations and clubs, among them the Knights of Columbus, the Elks, the Arlington Club and the Commercial Club. To him belongs the honor of having made the initial move in the organization of the Commercial Club of Portland. On a trip east he was so hospitably entertained by the Commercial Club of St. Paul that upon his return home he suggested the formation of a similar organization in Portland. A meeting was held at the office of W. S. Mason, then mayor of the city. Those attending, besides Colonel Dunne, were W. S. Mason, E. J. De Hart, A. H. Mallory, Gus Simon, Phil Lowengart and M. G. Hall. The club was organized in 1893 with E. J. De Hart as first president and has been an important agency in the development of the city. Colonel Dunne has always been found among those most zealous in assisting every movement that has aimed to advance the permanent welfare of the state or the city, and many times his advice has led to the solution of perplexing difficulties. He is easily today one of the foremost citizens of Oregon.

JOSEPH SHOWALTER SMITH.

The impulse of the youth is to do. He finds the best expression of himself in activity, and many a boy, feeling hampered by the narrow environment of his home locality, where opportunity is limited, and, stirred by the stories of what is being accomplished elsewhere in the world, leaves home to become a factor in that broader life which he seeks elsewhere. Such was the history of Joseph Showalter Smith, and the northwest gained thereby a factor in its up-building and progress. Arriving in Oregon in pioneer times, he became an influence in many ways where the development of the state has been conserved. He met success, yet above the material gain he regarded character-building, and his life became the expression of high and honorable principles.

He was born in Connellsville, Pennsylvania, in September, 1824, and was of English and Welsh lineage, a descendant of Sir Francis Drake. He pursued his education in the schools of his native town and when ten years old ran away from home, for he wished to know something more of the world. Thus the spirit of adventure and of ambition took him from the limited environment in which his youth was passed and he went south. There his health failed, however, and he started for Oregon, arriving in this state in the spring of 1844 when nineteen years old. He came across the plains and was about a year upon

the way, during which period he contracted mountain fever that retarded his progress. This proved more fortunate, however, than he deemed at the time, for owing to his delay he just escaped the Whitman massacre as he left Whitman's the day previous. The northwest was to be his field of activity for many years. He located first in Oregon, where he arrived with little capital save an order for thirteen dollars for anything in the store at Oregon City. This order had been received from the captain of the company in crossing the plains.

His first work here was at splitting rails but later he taught school in Salem, his liberal educational training in the east well qualifying him for this purpose. A few years later he began the study of law and was admitted to the bar, becoming in time one of the most prominent, able and brilliant attorneys of the state. He was master of English, having a splendid command of the language, his diction was always choice and his words were, moreover, clear, concise and to the point. It is said that he was the most forcible speaker of his day in Portland. In his future life he frequently said that his proudest moment was when he won his first case before the supreme court. When he entered upon his practice it was not customary to specialize in certain fields as it is today, for every lawyer engaged in general practice and must have intimate knowledge of the various branches of law. This Mr. Smith did and he prepared his cases with such thoroughness and care that in presenting his cause he lost sight of no detail that could possibly bear upon the verdict.

In 1849 Mr. Smith was married to Miss Julia Ann Carter. The marriage was celebrated in Portland at the home of her father, Thomas Carter, who in 1847 had come from Athens, Ohio, to Oregon, making the long journey over the plains. He was at one time owner of most of Portland Heights. His daughter Julia was a native of Ohio and in her maidenhood came to the northwest, being for many years one of the honored pioneer women of Portland.

Soon after his marriage Mr. Smith went to Olympia, where he held a government position, remaining there for about five years. While there he had his second narrow escape from being killed by the Indians on the night of their attack upon the settlement and the murder of Colonel Ebey, whom Mr. Smith had left but one hour previously. It is a historical fact that while much of the furniture in Mr. Smith's house was broken and made useless, the only articles carried away by the Indians were a mirror from the dresser and a wax doll, which was the only one in the settlement and which had been often admired by the Indians, it being owned by our subject's little daughter, now Mrs. Anna Thompson. He next went to Salem, Oregon, where he practiced law for twelve years, and while residing in that city he was, in 1868, elected to congress on the democratic ticket, serving for one term. He defeated David Logan, a warm personal friend. They did not allow politics, however, to interfere with their warm regard for each other, their friendship continuing as a potent force in their lives after the campaign as well as before it. Mr. Smith was the first democrat elected from his district and it created great excitement for it was just after the close of the Civil war. It was after his return from Salem to Portland that he retired to private life, for in the meantime he had accumulated a goodly fortune. His name is written large on the pages of the early judicial history of Oregon. He was at one time a partner of Judge W. W. Page, and of La Fayette T. Grover, the latter being his brother-in-law. In 1870 he again took up his abode in Portland and thereafter lived retired until his demise, which occurred in 1884, his remains being interred in Riverview cemetery.

His widow survived him only a few months, passing away in the following February at the age of fifty-seven years. They were the parents of three children: Mrs. Anna B. Thompson; Walter V., of Portland; and Preston C., now deceased. Mrs. Thompson has three children, Ethel L.; Fay, the wife of Robert Catlin, by whom she has one daughter, Marian; and Clara, the wife of David Taylor, of Salt Lake City, by whom she has two daughters, Virginia and Caroline Rose.

Mr. Smith was a member of the Independent Order of Odd Fellows at one time but severed his connection with the society. Not only did he gain distinction in the field of his chosen profession but also as an active factor in public life. He was sent as commissioner from Oregon to the Paris Exposition a short time before he was elected to congress, and his liberal education innate courtesy, refinement and marked ability well qualified him to act as representative of this commonwealth. In religious faith he was a Methodist, yet never narrowly sectarian. His catholicity of spirit led him to recognize the good in all, yet he held firmly to the principles and doctrines in which he believed. He took a very active part in the church work, doing all in his power to promote the growth and extend the influence of his denomination, recognizing how effective it has been as a power in the uplifting of mankind. He was greatly interested in the Willamette University at Salem, was made one of its trustees and his donations to the institution were most generous. He gave to the university a fine library and his daughter, Mrs. Thompson, made to it a gift of an excellent piano. Mr. Smith was ever a broad reader and deep thinker, and his views on life were based upon wide study, keen observation and ready sympathy. He typified in his life the progressive spirit of the northwest and his fellow townsmen looked upon him as one worthy of all honor and respect.

JUDGE ABRAM AXTELL.

Judge Abram Axtell, a prominent representative of the legal profession at Vancouver, was born at Barbourville, Delaware county, New York, June 26, 1845, and is descended from an old New England family founded in America in early colonial days. Indeed the ancestral line runs back to the early settlement of Massachusetts. His great-grandfather, Moses Axtell, lived in the Bay state at the time of the war for independence, in which his acts glorified the Axtell name. He was a member of the famous Boston tea party and as a minuteman became a soldier of the American army, participating in the battles of Concord and Lexington, and was also with Generals Warren and Gill at Bunker Hill. He likewise participated in the engagement at Monmouth Swamp and Camden's Dell. He was a personal friend of Generals Greene and Henryson and was an ardent admirer of and dearly loved General Washington, with whom he was at Valley Forge and also at the capture of the two thousand Hessians at Trenton after crossing the Delaware. Tradition has it that he assisted in removing the remains of General Warren from the battleground of Bunker Hill back to Boston, where the honors of a Masonic burial were accorded him. Moses Axtell lived for many years to enjoy the liberty for which he fought and died at his home at Barbourville, New York, where his grave, properly marked, may still be seen. It was in the same neighborhood that Moses Axtell, Jr., the grandfather of Judge Axtell, was born, lived and died. The Judge's father, also named Moses, was born in Barbourville, New York, but spent his last days in Waushara county, Wisconsin. He married Huldah Greene, whose father, Robert Greene, served as a musician in the United States army in the war of 1812.

The subject of this review, who by his family and immediate friends in his youth was called Abe, a name that has clung to him since that day, was educated in the common schools of Barbourville, New York, and in a select high school in the village of Laurens, Otsego county, New York. His attention was then given to farming until 1861, when he entered upon those events which constitute the military chapter in his life history. He joined the Home Guards that spring under command of Captain Olins at West Oneonta, Otsego county, New York, and in October, 1861, joined the famous One Hundred and First Regiment of New York Volunteer Infantry, with which he served as a musician until June 4, 1862, when on account of disabilities contracted in line of duty he was honor-



ABRAM AXTELL AND DAUGHTER

ably discharged. He afterward became nurse and musician, serving most of the time as chief musician, at Chestnut Hill in the United States general hospital at Philadelphia, remaining there from November, 1863, until February 21, 1865, when he was again honorably discharged but on the same day reenlisted in the One Hundred and Seventy-ninth New York Volunteer Infantry, which was then located behind the breastworks in front of Petersburg, Virginia. He served with that regiment as chief musician until the close of the war and was in all the battles in which the command took part, including the siege of Petersburg and the encounters with the enemy from that time until General Lee surrendered to General Grant. With his regiment he was discharged at Alexandria, Virginia, June 8, 1865, but was not mustered out until the command reached the home of its colonel, William Gregg, at Elmira, New York. Years later Judge Axtell became connected with the military forces of Oregon and was duly commissioned and assigned to duty on May 6, 1899, as captain of Company H, Third Regiment of the Oregon National Guard, but resigned on the 31st of October following.

After the Civil war Mr. Axtell began studying law and was admitted to practice upon examination in open court before Judge Tiffany of the ninth judicial district of Nebraska at Scotia, Greeley county, that state. On the 5th of February, 1888, he was admitted to practice as an attorney before the United States interior department and all the bureaus thereof. In the winter following he came to Oregon, settling at Grants Pass, Josephine county. In addition to the private practice of law there he served from 1890 until 1894 inclusive as city attorney and during that time revised, compiled and put in book form in the order and method of a code all the city ordinances then existing. He was mayor of Grants Pass from May, 1896, until May, 1897, during which time he succeeded in considerably reducing the city debt, notwithstanding the fact that more than a usual amount of improvements was made. Previous to his election to the mayoralty he served as deputy district attorney in Josephine county, Oregon, and in 1898 was elected county judge, serving upon the bench for four years. His record as a judge was in harmony with his record as a man and lawyer, being characterized by high personal worth and by ready and unbiased solution of all the difficult legal problems that came before him. Throughout the period of his residence in the northwest he has enjoyed a reputation as an able advocate and safe counselor and it is well known that his devotion to his clients' interests is unflinching, yet he never forgets that he owes a still higher allegiance to the majesty of the law. Aside from the public offices mentioned above, he served as justice of the peace at Scotia, Nebraska, for both the city of Scotia and for Greeley county in pioneer days—from 1878 until 1887 inclusive, and in the justice court had the initial experience which well qualified him to render the more difficult decisions in the county courts.

On the 28th of May, 1877, at Austin, Minnesota, Mr. Axtell was married to Phebe Magary, who was born and reared in Fillmore county, Minnesota, a daughter of Mr. and Mrs. Robert Magary. Unto Mr. and Mrs. Axtell have been born four children: Mrs. Estella McPhadden, Louie, Abe and Moses. Mr. Axtell has long been active in the Masonic fraternity. He became a Mason at North Loup, Nebraska, took the Royal Arch degrees at St. Paul, Nebraska, and was created a Knight Templar in Mount Lebanon Commandery, No. 6, at Grand Island, Nebraska. Following his removal to the northwest he became a member of Grants Pass Lodge, No. 84, F. & A. M., and a charter member of Reams Chapter, No. 28, R. A. M., at Grants Pass, in which he filled all the principal offices including that of high priest; and on the 11th of June, 1900, he was regularly annointed and consecrated and became a member of the Council of High Priests, duly initiated at Portland, Oregon. Since his removal to Vancouver he has become a member of Mount Hood Lodge, No. 32, F. & A. M., of which he is now treasurer; Vancouver Chapter, No. 9, R. A. M.; Vancouver Commandery, No. 10, K. T., He joined General Ransome Post, No. 36, G. A. R.,

at Scotia, Nebraska, as a charter member and served as its commander. Later he belonged to General Logan Post, No. 39, at Grants Pass, Oregon, and filled its principal offices, including that of commander. As a department officer he was judge advocate and General Sherman was department commander, and he has served the department as chief musician of its drum corps, filling this office at the present time. His local membership is now with Ellsworth Post, No. 2, G. A. R., in which he has served as quartermaster and was judge advocate on the staff of Department Commander J. T. Goss from June 22, 1905, to June 22, 1906. The spirit of patriotism and the basic principles of Masonry have long been actuating forces in his life. Born on the Atlantic coast, he has moved westward step by step until reaching the Pacific coast country and while witnessing and taking part in the upbuilding and the advancement of prosperity in this section he has become convinced that the city of Portland, Oregon, and of Vancouver, Washington, is and will be to the Pacific coast country what New York city and its New Jersey suburbs are to the Atlantic coast country.

COLONEL THOMAS LEWIS PERKINS.

Colonel Thomas L. Perkins, commissary general of the Oregon National Guard, is well known in military and fraternal circles and as a professional man. He comes of the Kentucky family of Perkinses. His uncle, William Perkins served as an officer in the Civil war, while another uncle, John Perkins, has for many years been United States commissioner in Kentucky. An uncle on his mother's side, Dr. Francis, is a practicing dentist of Louisville, Kentucky.

Colonel Perkins was born in McDonald county, Missouri, October 9, 1876, a son of Thomas Bramblett and Amanda J. (Francis) Perkins. His father is a merchant and came west about twenty-five years ago and is now located at Buxton, Oregon. The Colonel has made his home in Oregon since he was a boy. He was educated in the public and high schools of Hillsboro, later studying dentistry. He has been engaged in practice at Portland since October 27, 1899, and has met with the success which attends conscientious application, well directed effort and the recognition from patrons of special ability and skill.

For more than ten years past Colonel Perkins has been actively identified with military affairs. At the outbreak of the Spanish-American war he enlisted as a private in Battery A, Oregon Volunteer Artillery, was mustered in July 1, 1898, and served at Vancouver about three months, until mustered out. Upon the reorganization of Battery A, Oregon National Guard, he enlisted as a member and was appointed sergeant. On January 25, 1901, he was commissioned second lieutenant and on May 17, 1901, was promoted to the first lieutenancy. Later he was transferred to Company E, Third Regiment, Oregon National Guard, as first lieutenant. On May 31, 1905, he was appointed as aid-de-camp on the staff of Governor Chamberlain with rank of colonel, serving in this capacity until Governor Chamberlain was elected to the United States senate in 1908. Prior to the retirement of Governor Chamberlain, Colonel Perkins handed in his resignation, but when Governor Benson assumed the executive office he reappointed Colonel Perkins to the position, which he had admirably filled, and in this relation he continued until the close of 1910, when by operation of law the office ceased to exist. On January 10, 1910, he was commissioned as commissary general of the Oregon National Guard and has since served in that capacity. Colonel Perkins demonstrated his adaptability to this office at the time of the earthquake at San Francisco, when he served as commissary and quartermaster of the hospital corps, receiving commendation from his superior officers for promptness and efficiency displayed at a trying time when those qualities were highly essential. As a national guardsman he has always performed his duties faithfully and with a constant desire to advance the efficiency of an arm of the government, which is more and more being recog-

nized as an essential element in the permanency and development of the republic. It has attracted to its membership many of the brightest and most patriotic young men of the country and its standard of efficiency is higher today than ever before in America. It is by men of military spirit who are willing to make personal sacrifices that this highly satisfactory condition has been attained.

On December 10, 1902, Colonel Perkins was united in marriage to Miss Minnie Hortense Campbell, a daughter of Horace G. Campbell, of Portland. Two promising sons have been born to the union: Melvin, now aged six years; and Thomas Richard, aged two years.

Colonel and Mrs. Perkins are members of St. David's Episcopal church. He has been prominently connected for a number of years with fraternal organizations whose principles of helpfulness early appealed to his mind. He holds membership in the Masonic order, the Elks and the Knights of Pythias, and has passed through the various chairs in the latter order and attained the rank of past chancellor. In politics he is in sympathy with the republican party but his energies have found outlet in other directions rather than in the heated political campaign. In professional, military and social life Colonel Perkins is recognized as an active factor—a clear cut prototype of the live product which is the result of American traditions and free institutions and which is pronounced today by enlightened thinkers as the hope not only of the American republic but of the world.

JOSEPH BERGMAN.

Joseph Bergman, at the age of eighty-one years, is living retired in Portland. He was long a representative of the cattle industry of the northwest and is numbered among the sons of Germany who, seeking the opportunities of the new world, have here acquired success. He was born November 25, 1829, in Bavaria, a son of Nathan J. and Hannah (Heldman) Bergman, the former a dry-goods merchant of Germany, where both he and his wife remained until called to their final rest.

The public schools of his native land afforded Joseph Bergman his educational opportunities, after which he learned the butche's trade and in 1853 started for America with his brothers, Isaac Bergman, who is now located at Astoria, Oregon, of which city he was formerly mayor, and Abraham Bergman, who resides in San Francisco, where he has been identified with the candy business for many years. The brothers, Isaac and Joseph, made their way by the water route and the isthmus to California, landing at San Francisco in September, 1855. Joseph Bergman remained in that city for only about a month, after which he and his brother Isaac went to Sacramento, California, there continuing until 1856, during which time they were connected with the cattle business. They then came to Oregon and Joseph Bergman located on First street, between Morrison and Yamhill, where he opened one of the first butcher shops of this city with his brother as a partner. They continued in that business until 1868, when Isaac Bergman went to Alaska. Mr. Bergman of this review remained in active management of the enterprise until 1871, when his brother returned from Alaska and they were again associated in the conduct of the business until 1875, when Isaac Bergman went to Astoria. After conducting a shop for a year alone Joseph Bergman sold out and turned his attention to the cattle business, in which he was extensively and successfully engaged until 1904. His long experience as a butcher had made him an excellent judge of the value of stock and in the management of his cattle interests he won substantial success. In 1904, however, he retired and has since had leisure to enjoy those things which are of greatest interest to him in life.

Mr. Bergman has resided continuously in Portland since 1856, and has occupied his present fine home on Hoyt street since 1890. He married Miss Karoline Bettman, a daughter of Moses and Hannah Bettman, on the 29th of September, 1861. Mrs. Bergman was born in Bavaria, in which country her parents spent their entire lives. She came to the United States in 1860, landing at New York and thence making her way direct to Portland, where she has since lived. It was in this city in the following year that she gave her hand in marriage to Joseph Bergman, and to them have been born eight children. Michael L., an attorney, who was admitted to the bar when twenty-one years of age, died the following year. Clara is at home. Samuel K. and Nathan J. are both residents of this city. Ida is also at home. The three others of the family died in childhood.

Mr. Bergman has always been active in politics as a stalwart supporter of the democracy and has done all he could to insure the success of the party, being convinced that the adoption of its principles would prove a potent force in good government. He holds membership with the United Workmen and is the only living charter member of the Temple Beth Israel, which was organized in 1858 with seven members. He served for twelve years in the volunteer fire department from 1858 to 1870, acting for some time as assistant chief and for a time was foreman. Although he has now passed the eighty-first milestone on life's journey his years rest lightly upon him. While he relates many interesting incidents of the early days he yet largely keeps in touch with the trend of modern progress. He was never afraid to work and his energy constituted the foundation of his success, bringing him in time the handsome competence which ranks him with the substantial citizens of Portland.

EDWARD E. COHEN.

Edward E. Cohen, a well known citizen of Portland and for several years past engaged in the automobile business, was born on a farm at what is now Twenty-eighth and Harrison streets, this city, January 25, 1881. He is a son of Nathan and Rosa (Wittenburg) Cohen. The father was of German birth and in his native land was reared and educated, learning the watchmaker's trade, which he followed after coming to Portland. He came to the Pacific coast by way of the isthmus of Panama in the year 1848, traveling northward by vessel until he reached Salem, Oregon. This was the year before the California gold excitement, and Mr. Cohen came to the coast because he believed it to be the most favorable region in the United States for a young man of industry, perseverance and good habits desiring to establish a permanent home. His wife crossed the plains with an emigrant party in the early '70s and here she met her future husband, who took up his abode in Portland in 1851. He was a man of good business ability and patriotic spirit, and in times of troubles with the Indians joined with other public-spirited men in protecting the settlers. Mr. Cohen departed this life in September, 1891, and is remembered by his family and friends as a kind husband and father and an upright citizen. His widow is still a resident of Portland.

Edward E. Cohen, the subject of this review, grew up under the kindly influences of the family home and received a good education in the public schools. Upon leaving school he learned the machinist's trade, his talents pointing in that direction, and then entered the service of the Southern Pacific Railroad, operating on the coast lines. In September, 1905, he withdrew from railway employment, feeling that he now had the experience which would enable him to manage successfully a business of his own. Accordingly he became associated with C. B. Miners under the title of the Portland Motor Car Company, and for four years from September, 1905, engaged in the automobile business. In February, 1909,

he sold out his interest to his partner and assumed the sole agency for the Maxwell automobile for the state of Oregon, which business is conducted under the name of the Maxwell Agency, of which Mr. Cohen is manager. On July 1, 1909, he sold an interest in the agency to his brother Arnold, who is now associated with him, and they are conducting a salesroom and repair shop under the most favorable auspices.

Arnold Cohen was born in this city, in 1883, and was educated in the public schools. When he was about seventeen years of age he began his business career with the Neustader Brothers of Portland and later was connected with the Canyon City Commercial Company of Canyon City, Oregon, severing his connection with this company when he came to Portland in 1909 to join his brother.

Having been thoroughly educated as a machinist, Edward E. Cohen brought to the automobile business an experience that has been of great practical value and from the start his career has been a success. He is energetic, alert and capable, and the increasing sales of the firm give evidence that the brothers have found a field where they may reap handsome returns in years to come. Mr. Cohen believes that ultimately the automobile will in many respects supersede the horse, although there will always be a demand for the latter and blooded animals will always command a high price. Recognizing the many uses of the self-propelled vehicle, he has thrown his entire energy into a business which is now engaging much of the finest talent all over the country. He and his brother are men of enterprise and push and have an inborn business tendency which cannot fail to lead to large results as population increases and the advantages of the automobile for use in both city and country become more generally known. E. E. Cohen is a member of the Commercial Club of Portland.

NATHAN LOEB.

Nathan Loeb, who was long connected with the business interests of Portland as the proprietor of a general merchandise store, was born in Hesse-Darmstadt, near Worms, Germany, in November, 1828. He attended school in his native country until he left Germany as a small boy to come to America with his two elder brothers, Bernard and Jacob, who engaged in the clothing business in Sacramento, California. They sold their business there in 1857 and came to Oregon, taking up their abode upon the present site of the Ladd & Tilton Bank in a small cottage which then stood upon that location. They at once became identified with commercial interests in this city as merchants, opening a store at the corner of First and Washington streets. Not long afterward, however, the two brothers removed to Helena, Montana, where they remained, while Nathan Loeb continued the business in Portland, conducting a general merchandise store here. For a time he had a large establishment on Front street, but about 1885 removed to Astoria, where he engaged in the same line of business for eight years. Subsequently he returned to Portland and later conducted a general store up to the time of his retirement about 1900. In that year he turned his business over to his sons, having in the meantime accumulated a competence that was the logical sequence of his close application and careful management of his business interests.

On the 2d of February, 1856, in Sacramento, California, Mr. Loeb was united in marriage to Miss Eliza Levy, a daughter of Seligman and Caresia Levy, who died near Strassburg, Germany. Mrs. Loeb was born in the vicinity of that city June 16, 1839, and came to America in 1855, landing at New York. With friends of the name of Livingston she made her way to San Francisco and thence to Sacramento, where she was married. Unto Mr. and Mrs. Loeb were born eight children: Albert, who died at the age of eighteen years; William, who was in business with his father until his death, which occurred when he was forty-six years of age; Sadie, the wife of Louis Blumenthal; Theresa, who became the

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wife of Benjamin Upperheimer, of Portland and died at the age of thirty-three years, leaving a son, Eugene, who resides with his grandmother, Mrs. Loeb; Hattie, the wife of N. G. Kauffman, of Bellingham, Washington, by whom she has one son, Russell; Sanford, a prominent physician of Portland, in which city he was born; Rebecca, at home; and Albertine, the wife of W. W. Robertson, of Portland.

Mr. Loeb was one of the charter members of Beth Israel congregation, and was prominent among the Jewish people of Portland, being regarded as a man of good business judgment and one whose council in all things was worthy of consideration. He belonged to that class known as self-made men, for his prosperity was entirely attributable to his own labors, as from early life he depended upon his industry and perseverance for the attainment of success. His death occurred in February, 1905.

JOHN O. HARDIN.

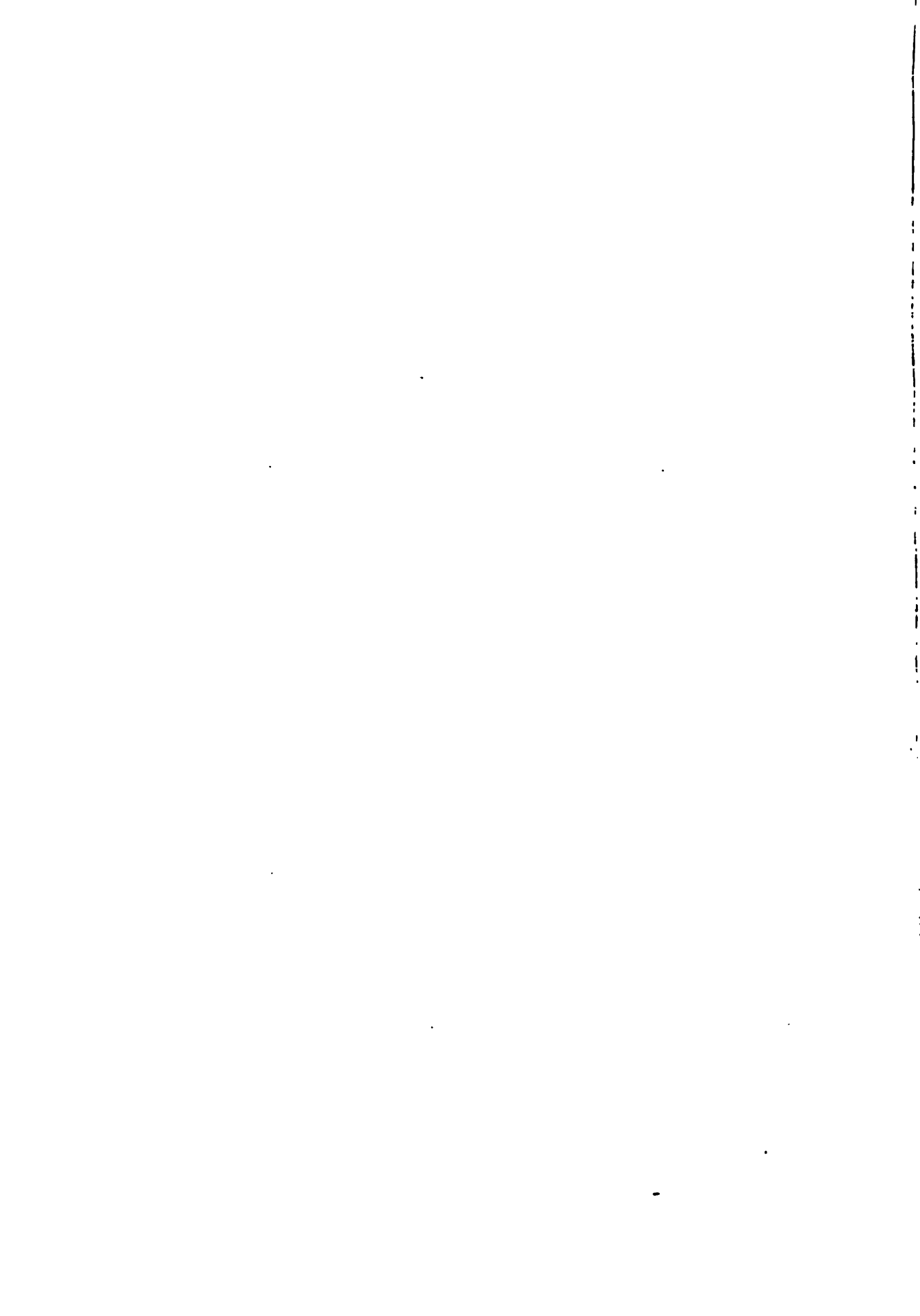
Along well defined lines of labor John O. Hardin has steadily progressed to the goal of success and is now a member of the firm of Moore & Hardin, brick manufacturers, contractors and builders, in which connection he is conducting a business of large proportions in the management of which he displays a spirit of unfaltering enterprise and the power of keen discernment and business sagacity. He was born in Platte county, Missouri, April 25, 1880, a son of D. W. Hardin, a general contractor and brick manufacturer of Oregon, who was born in Council Bluffs, Iowa, and was left an orphan at the age of fifteen years, from which time he made his own way in the world. He first came to Oregon in 1878 but the following year returned to Missouri and did not locate permanently here until 1882. After spending a few months in Jacksonville, he settled at Grant's Pass, where he made his home until his death in 1904.

The son was very young when he came with his parents to the northwest. In the public schools of the Sunset state he pursued his education and after putting aside his text-books he learned the brick-mason's trade from his father and also acquainted himself with the methods of brick manufacture. When twenty-two years of age he started out in business on his own account, going to Primeville, Oregon, where he followed his trade for three years. Removing to Goldendale, Washington, he there worked at his trade for some time, after which he began contracting and also established a brick manufacturing plant. The new venture proved profitable and he continued at that point until 1906, when he sold his business there and came to Vancouver, as a larger field was here offered. Forming a partnership with W. L. Moore, he began the manufacture of concrete blocks and artificial stone, also conducting a general contracting business. They began operations under the firm style of J. O. Hardin & Company, which was later changed to Hardin & Moore and then again to Moore & Hardin, as it now stands. In 1908 they discontinued the manufacture of concrete blocks and turned their attention to the manufacture of face and common bricks, in which they continue successfully at the present time. They do all kinds of contract and building work, also cement and road work, employing one hundred and twenty men and an average of five teams daily throughout the year. They have been awarded and executed the contracts for the building of St. Joseph Hospital, the Deaf Mute School of Washington, the Star Brewery and other large contracts. They have recently extended their operations to Portland and already have received a good patronage in the city. They are likewise engaged in the steamboat business, owning boats for freight carrying on the Columbia and Willamette rivers.

Mr. Hardin married Miss Anna Wilson, of Goldendale, Klickitat county, Washington, April 25, 1906, and the hospitality of their home is one of its most



JOHN O. HARDIN



attractive features. Mr. Hardin belongs to the Benevolent and Protective Order of Elks, the Odd Fellows and the Knights of Pythias lodges, all of Vancouver. He is interested in affairs of moment to the city and his public spirit is manifest in many ways, including his service as a member of the city council, to which he was elected on the republican ticket in November, 1909. Whatever tends to benefit Vancouver and promote its upbuilding receives his endorsement and support. He is yet a young man, having just passed the thirtieth milestone on life's journey and the position to which he has already attained in business circles indicates the progress that is yet before him. He is now at the head of an extensive manufacturing and contracting business—a field of limitless opportunity in which his further advancement is assured.

ALMOND CHESTER PALMER.

Almond Chester Palmer, a splendid representative of the progressive elements in the citizenship of Portland, he has been accorded a liberal clientage in his practice before the courts, particularly in the field of his specialty which covers real-estate law and land claims, was born in Portage county, Wisconsin, February 1, 1855. His parents were Hiram and Sophia Palmer, the former a millwright and mechanic, who gave four years of his life to service in the Civil war, acting as sergeant of the Eighth Wisconsin Battery. The mother was a daughter of William G. Lyman, who was born in Massachusetts and was a close relative of the Lyman Beecher family.

In his youthful days Almond Chester Palmer went with his parents from Portage to Wood county, Wisconsin, where he pursued his education in the public and high schools, being graduated in 1874. He afterward engaged in teaching school and with a desire to become a representative of the legal profession, he took up the study of law, to which he devoted two years in the office of State Senator C. W. Webb and Jerry D. Witter. At the end of that time he successfully passed the required examinations but could not be admitted to practice before the courts, owing to the fact that he has not yet reached the age of twenty-one years. In 1876 he removed to Pawnee county, Nebraska, where he engaged in teaching and also filled a position in the office of the county clerk. He studied law for six months with Representative Babcock, of Pawnee City, and from life's contacts and experiences was learning lessons which have been a source of benefit to him since he entered actively upon the practice of law on the coast.

It was while a resident of Nebraska that Mr. Palmer was married in 1877 to Miss Hattie O. Gile, and after residing for two years in that state they removed to Denver, Colorado, in 1879. There Mr. Palmer engaged in merchandising, mining and contracting and met with good success, but owing to the state of his health came to Oregon in March, 1882. He first took up his abode in Mitchell, now in Wheeler county, where he engaged in teaching, his ability in imparting knowledge to others being manifest in the excellent results which he obtained in the work in the schoolroom. He became deeply interested in the questions which were then engaging public attention and which had important bearing upon the welfare of the community, and in 1884 was elected on the republican anti-vigilantis ticket to the office of county clerk of Crook county, although at that time the county had an overwhelming democratic majority. His position in opposition to a policy which had been greatly abused led to his selection for the office. During his term the vigilanti troubles were settled and, the democratic power resuming sway, he was defeated when a candidate for reelection. In 1886, therefore, he turned his attention to business lines, engaging in general merchandising and in stock-raising. He had established his business upon a successful basis when the unusually severe winter of 1887-88 caused heavy

in financial affairs and control of commercial interests have given him rank with the leading and prominent business men of the city.

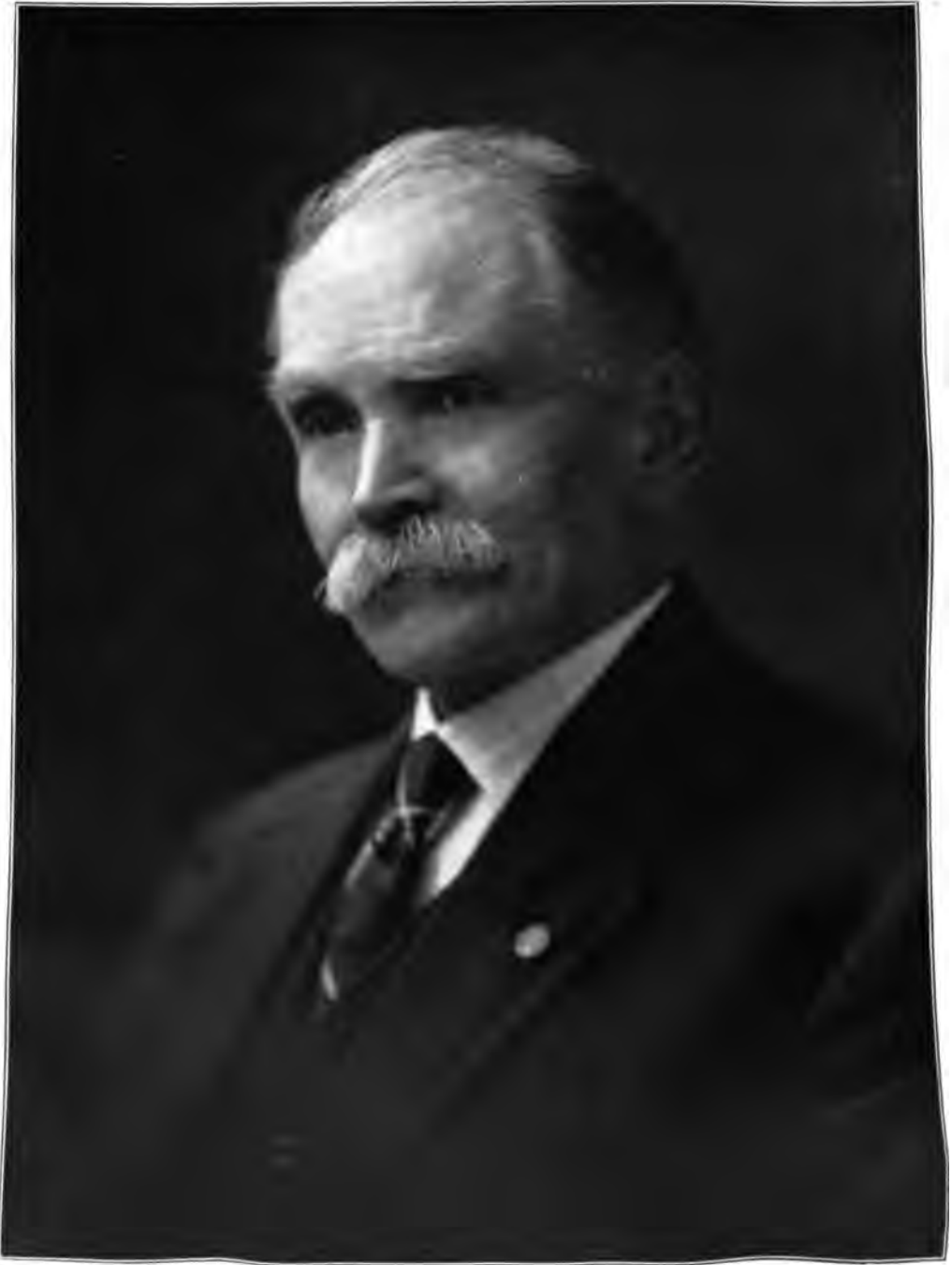
In 1888, in Eugene, Oregon, Mr. Welch was married to Miss Alice Wallis, a daughter of Matthew Wallis, a Lane county pioneer, and their children are Mary, Alice, John Wallis and Margaret. Mr. Welch has always been a stalwart advocate of democratic principles since age conferred upon him the right of franchise, and in June, 1908, he attended the national convention at Denver. He is prominent in Masonry and exemplifies in his life the beneficial spirit of the craft. He is now a life member of the Oregon Commandery, K. T., and also belongs to Al Kader Temple of the Nobles of the Mystic Shrine. He likewise holds membership with the Commercial Club, and is greatly interested in its efforts to exploit the resources and advantages of Portland and thus promote the city's growth. In all matters of general concern he is public spirited and his cooperation can ever be counted upon to further any movement for the general good.

ALEXANDER E. BORTHWICK.

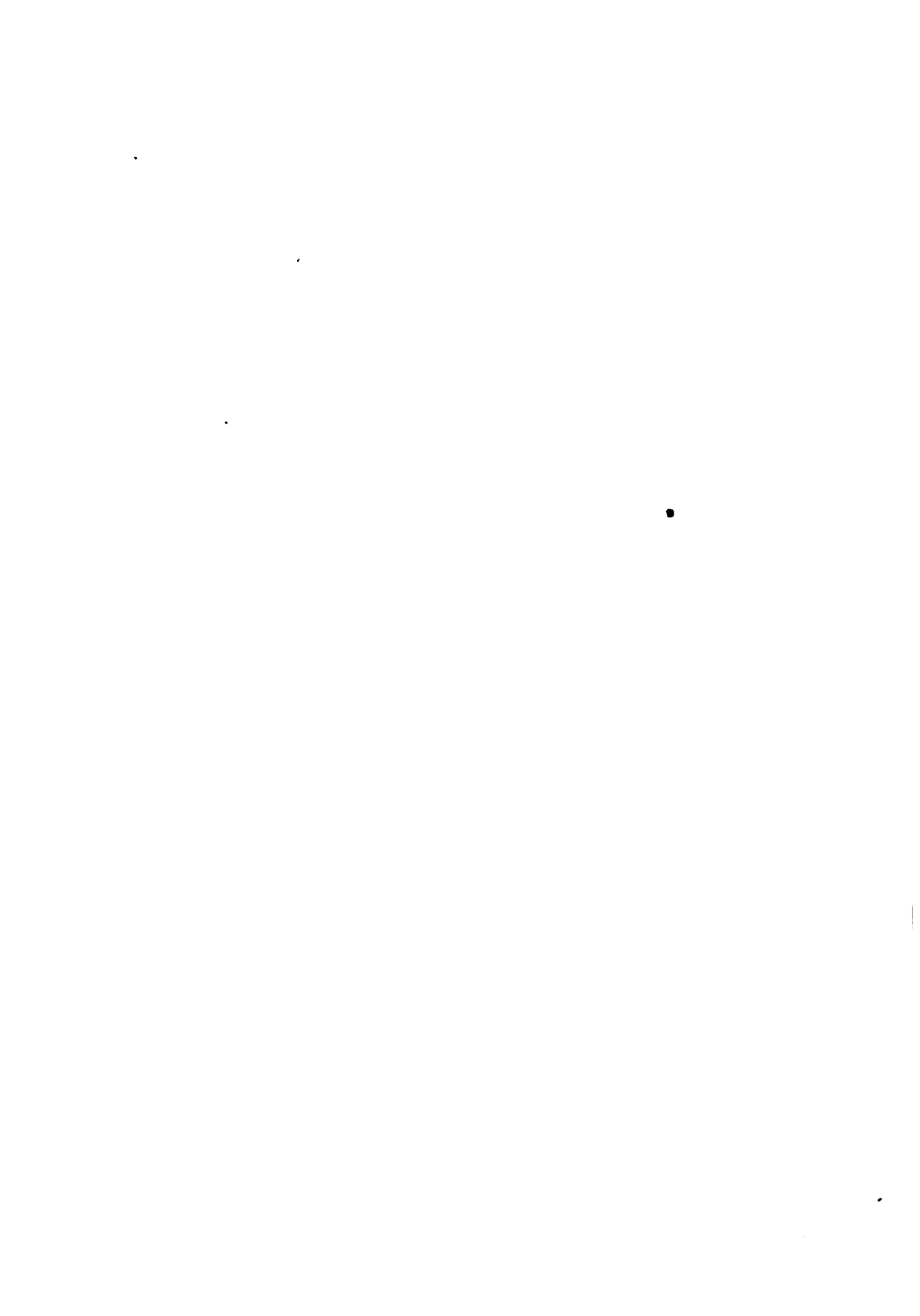
Among the well known citizens of Portland is Alexander E. Borthwick, for many years in the real-estate business here. He was born in Schoharie county, New York, February 22, 1845, and is the son of William and Maria (Bushnell) Borthwick. During his boyhood he received a common-school and academic education but while in his sixteenth year his school training was brought to an end for a time by the opening of the great Rebellion in which the New York boy was destined to perform his part. On November 16, 1861, being not yet seventeen years of age, he enlisted in Company B, Fourth New York Artillery, and served until discharged on account of disability, August 28, 1862. On the 1st of October, 1863, having recovered his health, he reenlisted at Saratoga Springs, New York, in Company C, Second New York Veteran Cavalry, serving until November 27, 1865, when he was honorably mustered out at Albany, New York. He took part in the Red River and Mobile campaigns and in several important raids in which he displayed the qualities of a true soldier. He was twice wounded, first at Marksville, Louisiana, and again at McLeod Mills, Mississippi, on the Davidson raid. After returning home at the conclusion of the war, he again resumed his studies and was graduated from Eastman's Business College, after having taken a thorough course at that institution, which is still recognized as one of the leading colleges of its kind in the world.

At twenty-two years of age, in 1867, Mr. Borthwick bade farewell to the scenes of his boyhood and turned his face westward. He assisted in building the Union Pacific and Central Pacific Railways and was present on that historic occasion at Promontory Point, Utah, May 9, 1869, when the last spike was driven connecting with bands of steel New York and San Francisco. After visiting the mining camp at Battle Mountain, Nevada, he started with a companion on a prospecting trip from Winnemucca, Nevada, to Silver City, Idaho, but after crossing the line into Oregon at Camp McDermott, they arrived at Canyon City and came on to Portland, which they reached on the 3d of December, 1869. This was forty-one years ago, when a large part of Oregon was a wilderness and a great empire was yet to be exploited.

Mr. Borthwick became a school teacher in district No. 7 of Multnomah county but in the following spring went on the construction of the Oregon & California Railroad as assistant to C. E. Burrage, engineer in charge. The following winter he engaged with Colonel Flint, chief engineer of the Northern Pacific Railroad, as topographer, traveling under J. F. Kidder, and located the first twenty miles of the road from Kalama northward. He assisted in laying out the town of Kalama, at that time the official terminal of the Northern Pacific Railroad, the work being accomplished in the winter of 1870-71. Having returned to Port-



A. E. BORTHWICK



land on the 26th of April, 1871, he entered the county clerk's office as deputy clerk under C. W. Parrish, also serving in a similar capacity under W. H. Harris. In the fall of 1874 Mr. Borthwick was made assistant clerk of the house of representatives at Salem, Oregon, and in December following went to Walla Walla, Washington, where he engaged in the mercantile business. From that point he went to Baker City, Oregon, in June, 1874, and for about a year was employed at the Virtue mine. Once more returning to Portland, Mr. Borthwick, on July 1, 1876, was appointed deputy clerk under county clerk James A. Smith, serving until he was himself elected county clerk in July, 1880. At the end of his term of office in 1884 he became manager of the Tacoma Line Company, and in February, 1887, entered the real-estate business, in which he has continued with short intervals since.

On August 13, 1874, Mr. Borthwick was united in marriage to Miss Alice A. Case, a daughter of William and Sarah Ann Case, who were pioneers of 1844. Her father was a native of Indiana and her mother came from New Jersey. One child was born to Mr. and Mrs. Borthwick, William Lawrence, who is now in business with his father. He is a graduate of the college of civil engineering of the University of California of the class of 1906. He was married December 31, 1908, to Miss Ruth Millard, a native of Kansas, who resided most of her life before her marriage at Redlands, California, and is a daughter of Orin and Frances Millard. They have one daughter, Elaine.

Mr. Borthwick is a member of the Sons of the American Revolution and is also actively identified with the Grand Army of the Republic, being a member of the committee of three that organized George Wright Post, No. 1, of Oregon, in July, 1878, which was the first post north of California at that time. Mr. Borthwick had the sagacity many years ago to perceive the opportunities of the northwest and made no mistake in turning his steps in this direction. He has always been an active and useful citizen and, having made a noble start in life as a soldier for a grand cause, he has never lowered his standard.

PHILIP SCHUYLER MALCOLM.

"I wish to preach not the doctrine of ignoble ease," said President Roosevelt in a memorable address, "but the doctrine of the strenuous life." This expression has been quoted the world over and has met with a heartiness of response that is evidence of a conviction of its truth. Few men present a better illustration of a life abounding in activity than Philip Schuyler Malcolm. An irrepressible desire to see the world and to take an active part in its affairs early manifested itself and it has found expression in many climes and under many conditions. Mr. Malcolm is essentially a man of quick apprehension, strong convictions and well grounded principles which have sought a useful outcome for all expenditure of time and energy. As a result he occupies one of the most important government positions in the northwest, and also has gained recognition in Masonic circles as one of the leading men of the order.

Philip S. Malcolm was born at Oswego, New York, October 30, 1847, and comes of noted ancestry, being a son of William S. and Emma (Lawrence) Malcolm. His father was for many years connected with the federal service in New York state and during some years was in charge of the United States harbor construction at the port of Oswego. He was a man of fine address and unusual intelligence, and many of the leading characteristics of the son were inherited from the father.

The subject of this review was reared in Oswego and educated in the public schools. The desire to see the world early manifested itself, and for many years he traveled widely over the world, in the course of which he visited all the leading countries and gained by observation and direct contact with men many les-

sons not taught in the books. A natural versatility enabled him to accommodate himself to almost any circumstance and to learn readily almost any line of business to which his attention was directed. From 1869 until 1876 he was connected with the operating department of the Panama Railroad on the isthmus of Panama, and from 1879 until 1882 he engaged in the mercantile business at Melbourne, Australia, as importer of goods from America. He came to Portland in 1882, and for several years was in the employ of the construction department of the Oregon Railroad & Navigation Company. Later he went to London, England, as special representative of eastern manufacturers. After taking up his permanent residence at Portland, he engaged in the fire insurance business and is now at the head of P. S. Malcolm & Company, one of the best known fire insurance agencies in Portland. He has for many years been an energetic worker in the republican party, and in recognition of his character and services he received from President Roosevelt on January 1, 1907, the appointment of collector of customs at the port of Portland. This office he has administered with an efficiency which indicates that the choice for the position was well made. The only other public office he has ever held was that of recorder of conveyances of Multnomah county, Oregon, having been elected to the office upon the republican ticket for two terms.

Mr. Malcolm was united in marriage August 5, 1885, to Miss Sarah Roberts, a daughter of Andrew Roberts, one of Portland's pioneers. Mrs. Malcolm is an accomplished lady, possessing the most desirable attributes of womanhood, and to her husband she has proven a constant encouragement and support.

During many years of a busy life, Mr. Malcolm has taken great interest in Masonry, whose teachings have found ready response in a man of large social instincts and active, sympathetic nature. He has not only attained the honorable rank of the thirty-third or highest degree in modern Masonry but has held many of the most important offices in the order. He is a past grand master of Masons of the state of Oregon and past grand commander of the Knights Templar of Oregon. He is the deputy of the Supreme Council of the Ancient and Accepted Scottish Rite for the state of Oregon.

Mr. Malcolm is not only highly popular in Masonic circles, but he numbers among his friends men of all parties and creeds. Acquaintance with the world years ago made him a cosmopolitan, and he recognizes all human beings as "made of one blood" and capable, under wise education and favorable environment, of becoming active and useful members of society.

ROBERT COLLIER.

A little over forty years ago Robert Collier arrived in Portland, after a journey of more than eight thousand miles from his native land on the eastern shore of the Atlantic. Here he found a friendly welcome and here he has lived and flourished with a growing country—a country which has proven a happy abiding place to many aspiring young men from foreign lands. Today Mr. Collier is secretary and superintendent of the Smith & Watson Iron Works, one of the largest concerns for the manufacture of heavy machinery in the northwest. He has been connected with the company since January, 1870, a period of more than forty years, and, beginning at the bottom, has worked upward until he fills one of the most important positions in the company. The history of his career is a remarkable illustration of steady progress.

Robert Collier was born at Dunfermline, Scotland, August 11, 1845. He is the son of Alexander and Janet (Lyll) Collier. His father was a joiner by trade and the son was apprenticed to a pattern-maker at Inverkeithing, in Fife, Scotland. After completing his trade he followed it in the great ship building city of Clyde, where he was employed on marine work. At twenty-three years

of age he determined to seek his fortune on the shores of the Pacific, and in March, 1869, he landed in Portland, having come direct from Scotland, via Panama and San Francisco. Here he encountered new scenes, new faces and conditions that gave much greater hope for expansion than could be expected in an old and crowded country. He readily adapted himself to his new surroundings and became an adopted son of the republic. He entered the employ of Smith Brothers & Watson, as the present company of the Smith & Watson Iron Works, was then designated. It was an old established enterprise, doing business until 1875 under the name of the Smith Brothers Iron Works, having been started by F. C. Smith, now deceased, and his brother, C. E. Smith, who is at the head of the company at the present time. The firm name was changed to Smith Brothers & Watson Iron Works in 1879, when Frank Watson became a member. In the early part of 1885 Mr. Collier became lessee of the concern, and from 1885 to 1889 it was known as Collier & Company. In 1889 a corporation was formed and the name of Smith & Watson Iron Works was adopted, which has since been retained. During the time he was lessee, Mr. Collier also acted as superintendent, in which position he has continued under the incorporation. In 1904 he was elected secretary. He is also a director of the company, the officers being: Charles E. Smith, president; Alfred F. Smith, vice president and manager; and Robert Collier, superintendent and secretary. This company, whose works are at the foot of Hall street, began originally in a small way and has developed until it now has one of the most important manufacturing establishments of Portland. The company manufactures logging engines and sawmill machinery. It has a thoroughly equipped foundry, pattern shop and blacksmith and machine shop, and gives employment to about one hundred skilled mechanics at its plant. The crude material worked up at the plant calls for a large outlay of money, while the great machines manufactured require hundreds or thousands of men to keep them going. It will be seen that if the effect of such works as that described in this article be followed to the ultimate results, we discover one of the important agencies in the advancement of civilization. To this the young mechanic, who gained his early training in one of the best schools in the world in Scotland, has contributed his share. Thus is America assisting in hastening the final result which the world has long been anticipating—the regeneration of man.

Mr. Collier was married June 18, 1874, to Miss Hannah L. Honeyman, the worthy daughter of John Honeyman, a pioneer foundryman and machinist of Portland and formerly proprietor of the City Foundry & Machine Works. Two children have been born to Mr. and Mrs. Collier, Alice H. and Grace E.

Mr. Collier is a member of the Masonic order, and has always responded to its kindly principles of brotherly forbearance and helpfulness. He is a genuine representative of many of the sturdy characteristics of his race and none have acknowledged their gratification at his success more heartily than fellow countrymen who have followed his example and founded happy homes on the shores of the Pacific.

EDWARD D. ROOD.

Edward D. Rood, a retired stockman of Portland, was born January 22, 1843, and was reared on a farm in Lafayette county, Wisconsin. On the 3d of March, 1862, when a youth of nineteen years, he responded to the country's call for troops, enlisting in the Union army as a member of Company H, Third Wisconsin Volunteer Infantry, for three years. He enrolled his name at Monroe, Green county, Wisconsin, and at once joined the regiment at Winchester, Virginia. He participated in a number of hotly contested engagements and skirmishes among which were the battles of Cedar Mountain and Antietam. He

was severely wounded at the battle of Chancellorsville and was forced to remain in the hospital at Washington and at Philadelphia for some time. The wound was inflicted on the 3d of May, 1863, and it was not until the following March that he was able to rejoin his regiment, then stationed in Tennessee. He afterward took part in the battle of Resaca, Georgia, and went with Sherman on the celebrated march to the sea and thence northward through the Carolinas to Goldsboro, where he was honorably discharged in April, 1865. His was a creditable military record, characterized by the utmost fidelity to duty whether it called him to the firing line or stationed him on the lonely picket line.

When the war was over, Mr. Rood returned to Wisconsin, locating at Eau Claire, where he worked in a logging camp and a sawmill for about three and a half years. He then made his way to the southern part of the state, where he spent the winter, subsequently removing to southwestern Missouri, where he lived for ten months. On the expiration of that period he went to Idaho and worked in the placer mines until the fall of 1873, when he came to Oregon. He was accompanied by his brother Andrew, and they purchased a flock of sheep in Linn county, driving them to Morrow county, where they established a sheep-raising business which they conducted with success, gaining prominence in this line of activity in every section of the state. Later Edward Rood took up land there and made his home in that locality until after the great flood at Heppner, on the 14th of June, 1903. The disaster brought sorrow and loss to the entire community. His wife and only child were victims of the flood and after that Mr. Rood could no longer be contented in Morrow county and spent some time in roaming around, visiting California, Mexico and other points.

Mr. Rood was married on the 26th of February, 1896, at Blue Springs, Missouri, to Miss Luticia Johnson of Kentucky, and their only child was named for the mother. Three years after the death of his first wife, Mr. Rood was married, on the 9th of July, 1906, to Fannie O. Catten. In that year they established their home in Portland, where they have since resided, Mr. Rood erecting a fine residence at No. 615 East Main street. He belongs to the Masonic lodge of Heppner, Oregon, and his pleasing social qualities have gained for him an ever increasing circle of friends. He has now retired from active business save when his attention is demanded by his real-estate interests in Morrow county and in this city.

F. W. VOGLER.

That the west presents remarkable opportunities to the man who possesses the business sense and is endowed with grit and energy, has in countless instances been demonstrated. It would be difficult, however, to find a more striking exemplification of this statement than is shown in the history of F. W. Vogler, now a successful automobile man of Portland. It may also be stated that even the wildest dreams of his youth fell short of the reality as he witnessed it in more than one instance in the great mining camps, and as it may be seen today among the great captains of industry in the northwest.

Mr. Vogler was born in the province of Ontario, Canada, where he grew up and was educated in the public schools. His first experience in meeting the world was as a member of a surveying and construction crew that laid out the Oregon Short Line from Green River to Huntington. After completing his contract which involved some of the hardships and gave him a preliminary taste of experience in the wild life of the west, he became identified in 1880 with Gilmore & Salisbury, of Blackfoot, Idaho, who were extensively engaged in the transportation and stage business, and he was also connected with their line operating between Red Rock, Montana, and Salmon City, Lemhi county, Idaho, and gained a thorough knowledge of the stage and transportation busi-

ness carried on in the face of many difficulties in a mountainous country. In 1892 he took over their lines in Idaho and conducted them on his own account for eighteen years.

It was in 1904 that his experience in the automobile business began. The great rush to the newly discovered mines in Nevada had begun and Mr. Vogler conceived the idea of running an auto stage line from Tonopah to Goldfield. It was the first line of the kind projected in the United States. He bought two automobiles and began operations over the stage road but soon discovered that gasoline engines could not compete with horses over a route that was not built for self-propelled vehicles. No sooner did he arrive at this conclusion than he applied at the state capital of Nevada and secured a charter under which he built a road of thirty miles for his own use. He put on eighteen cars and in less than ninety days there was only one horse stage out of Tonopah and it was used in the transportation of the United States mail. When he began his auto service there were seven six-horse teams in operation to the gold camp. During the ninety days mentioned he conveyed twelve thousand passengers at ten dollars each and also carried all the baggage and freight from Tonopah to the camp. In addition to his operations at Tonopah he conducted stage lines in three different parts of the state but closed out his Nevada interests in March, 1910. Believing that there were larger opportunities near the coast, Mr. Vogler came to Portland in 1909 as a representative of the Auburn automobile. In August of the same year he organized the Northwestern Auto Company, Inc., of which he became president, Norman Deveaux, sales manager, and F. D. Vogler secretary. This company has the exclusive distribution for the northwest of the Reo and Apperson cars. Their business has been phenomenal. In the first nine months of its existence the company delivered four hundred and seventy automobiles and the first years' business of the company amounted to the round sum of seven hundred and fifty thousand dollars. At the present time there are over twelve hundred Reo automobiles in use in their territory and one hundred of them are owned in the city of Portland. This is a striking illustration of the up-to-date character of the people who make their homes in the northwest and is a high compliment to the business sagacity of the gentlemen whose names are above given.

In 1890 Mr. Vogler was united in marriage to Miss Virginia Rowles, of Chico, California. He is a member of the Independent Order of Odd Fellows and the Knights of Pythias and although he has been a resident of Portland comparatively a short time he has made many friends and has also attained a record for business which indicates unusual ability and elements of character that are highly appreciated by wide-awake citizens. As is easily to be seen, he owes his success largely to keen discernment, promptitude in following his intuitions and a resolute nature that never allows itself to be discouraged however great the obstacles.

ORIN B. COLDWELL.

Orin B. Coldwell, general superintendent of the light and power department of the Portland Railway, Light & Power Company, in which connection he occupies a position of responsibility to which one of his years seldom attains, was born in Salem, Oregon, November 28, 1875. He is a son of E. L. Coldwell and when four years of age was brought to Portland, where he pursued his education in the public schools, passing through consecutive grades until he became a high school student. He made his initial step in business in 1892 when he entered the employ of the Willamette Electric Company, where he remained in various capacities for five years, his increasing ability winning him promotion from time to time, and also giving him insight into what there was to be learned

concerning the branch of business to which he had decided to give his attention. This stimulated in him a desire for further knowledge, and in 1897 he entered Stanford University of California, where he spent three years in pursuing an electrical course. He then went to Ithaca, New York, and for two years was a student in Cornell University, being graduated on the completion of the electrical engineering course with the class of 1902.

Well equipped by a thorough scientific training, Mr. Coldwell then returned to this city and entered the services of the Portland General Electric Company, the successors of the Willamette Electric Company. He had in the meantime been in its employ during vacation periods while at Stanford University and had filled nearly the whole range of positions. Following his graduation, he was made assistant superintendent and afterward served as electrical engineer and operating engineer until three years ago, when he was made general superintendent of the light and power department, having charge of the operation and construction of this department. For the past five years he has made all of the plans of the engineering construction work of light and power plants of this concern, and their development to meet the demands of the ever growing city. Upon him has devolved the responsibility for expenditure of large sums. Recently he erected the present office building which is today one of the notably fine structures of Portland, and at the same time he maintained a sub-station on the grounds and had charge of the building of three or four plants costing several millions of dollars. His thorough understanding of every phase of the business well qualifies him for the heavy responsibilities and arduous duties which devolved upon him, and his skill in this direction has gained him recognition as one of the foremost electrical and construction engineers of the Pacific coast.

On the 20th of September, 1905, Mr. Coldwell was married in Portland to Miss Anna Elizabeth Harmer, a daughter of William Harmer, one of the old residents here. Their only child, Ruth Evelyn, is now three and a half years of age. The family residence is at No. 504 Spring street, on Portland Heights.

Mr. Coldwell is a member of the Multnomah Club, an associate member of the American Institute of Electrical Engineers, and a member of the Sigma Xi, an honorary engineering fraternity. He finds his principal recreation in natural history and botany, and is a strong lover of nature in all of its phases. This element in his nature serves as an even balance to that which finds its expression in the mathematical accuracy demanded in the scientific lines which he has chosen as a life work. Gaining that superior ability which comes from close study and broad experience, he stands in an eminent and enviable position among the electrical engineers of the west.

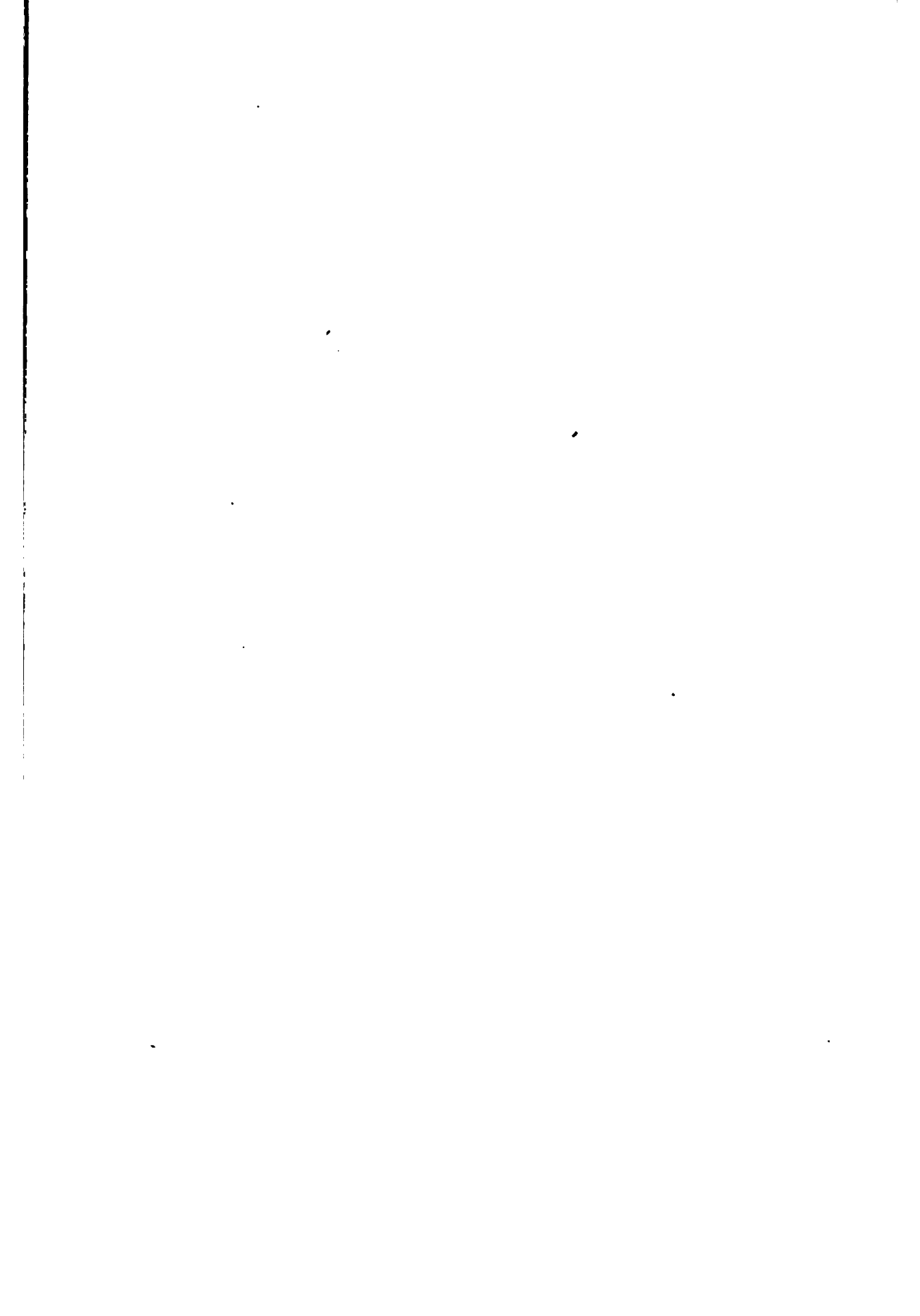
EDWARD J. GRAHS.

Edward J. Grahs, an architect and builder, whose labors have been an element in the substantial improvement of Portland, has not only been identified with building interests as a contractor but also as a speculative builder. His life is an indication of the opportunities which America presents to her adopted citizens. He was born in Helsingborg, Sweden, April 16, 1862, his parent's being John Johnson and Kersty (Anderson) Grahs. The father was a wagonmaker and farmer and spent his entire life in Sweden.

Edward J. Grahs was nineteen years of age when he came to America. He had attended the public schools of his native country and after reaching the new world he promoted his education by attending night schools. He has always realized the value of advanced intellectual training and through reading and investigation has greatly broadened his knowledge. Following his emigration to the new world, he settled in Franklin Grove, Lee county, Illinois, and supplemented his knowledge of the carpenter's trade, which he had learned in his na-



EDWARD J. GRAHS



tive land, by a course in architecture here, desiring to improve as much as possible, that his ability might fit him for important service in the field which he had chosen as his life work.

Mr. Grahs arrived in America in March, 1882, and for a year remained a resident of Illinois. He then sought the opportunities of the northwest, coming to Portland in 1883. He worked by the day until 1886, when he began contracting on his own account and has always been alone in business. In this connection he has done much for Portland's improvement. He specialized in the building of residences but in the last six or seven years has done considerable speculative building, purchasing unimproved property, on which he has erected attractive homes for sale. Being an architect as well as builder, he has designed all of the residences which he has erected. These are built in attractive modern styles of architecture, are equipped with the latest improved conveniences and their ready sale indicates that they find favor with the public. He has confined his operations as a speculative builder largely to the Elizabeth Irving addition, having built and sold at least twenty houses in that addition as well as a number in the McMillan and Irvington additions.

In 1890 Mr. Grahs was married to Miss Hannah C. Wistrand, who was born in the town of Wexio, Sweden, as were her parents, Mr. and Mrs. Andreas Anderson Wistrand. Fraternaly Mr. Grahs is connected with the Modern Woodmen of America and with the Swedish Society Linnea, of which he was one of the founders and a charter member. He has given his political support to the republican party since becoming a naturalized American citizen and has ever kept well informed on the important questions and issues of the day. Active and thoroughly reliable in business affairs at all times, his life is another proof of the statement that "Sweden is the home of honest men."

J. H. MACMILLAN.

To take the crude material and produce a finished product, a thing of utility, symmetry and beauty, is always a matter of satisfaction to those who accomplish such a task. This is what the pioneers of Portland have done. Coming to Oregon, they saw and utilized the natural advantages and resources of the country and the beautiful Rose City of the present day stands as a monument to their enterprise, their faith, courage and progressiveness. All honor is due them for the work they accomplished. Among the number is J. H. MacMillan, now a venerable patriarch of the community, eighty-eight years of age. He was born in Attica, New York, in 1823 and the early years of his life were passed in Orange, Du Page county, Illinois. While but a mere boy he crossed the plains to Oregon, and first saw Portland on the 24th of October, 1845, or rather the site of Portland, for the district was then inhabited by Indians. Captain John H. Couch had claimed most of the land on the north and F. W. Pettygrove and A. L. Lovejoy were the claimants to the southern portion. Their cabins had been built and upon the land had been posted notices to show that it had been claimed. The families, however, lived at Oregon City at that time.

Mr. MacMillan's mind is still very clear concerning the early events which have shaped the history of this district. He relates that soon after his arrival the bark, Toulon, arrived, Nathaniel Crosby, captain, near the foot of Washington street, where the cargo was landed and covered with a canvas until a log house could be built that became Portland's first warehouse. The following year, 1846, James B. Stevens built a double log house on the east bank of the Willamette, a part of which was used for a cooper shop, Dr. McLoughlin employing him to make one thousand flour barrels. It was his father who was the first person buried in Lone Fir cemetery.

The first sawmill was built by Abrams in the south end of the city and later a sawmill was erected near the present site of the gas works, but after a few years it was burned. Then the firm of Estes & Stimson built a sawmill, which they later sold to Ben Holladay for the sum of sixty thousand dollars. Mr. Holladay had the mill removed a mile down the river, where a double mill was erected as well as a sash, door and blind factory. As millwright Mr. MacMillan had charge of this work for eleven years and was thus closely associated with the lumber industry of the city at an early day. At that time a few enterprising merchants were meeting the wants of customers of this district, Northrop & Simon conducting a store on Front street, while W. S. Ladd had a store near the Stark street ferry on the west side of the street, Mr. MacMillan seeing him clear his land where he built his house. Mr. MacMillan was also well acquainted with Hugh O'Brien, Portland's first mayor, who crossed the plains in 1845, and he also knew Anthony L. Davis, the first justice of the peace. As the city developed a newspaper made its appearance in Portland, published by John Orvis Watterman, and soon afterward T. J. Dryer began the publication of the Oregonian. The litigated interests of the city were intrusted to Judge Hamilton, the firm of Olney & McEwan and other early lawyers, while Drs. Davenport and Chapman attended to the physical ills. "Uncle Jimmy" Stevens donated land for school purposes and the Rev. Lyman built the first Congregational church, while Rev. Wilbur had the Methodist church erected. Among the notable weddings in the early days was that of the daughter of T. J. Dryer, who became the wife of a nephew of Peter Skeen Ogden, who at that time was the chief factor at Vancouver and was better known as the "kind-hearted man" who purchased the women and children held prisoners by the Cayuses.

Mr. MacMillan in early pioneer times carried dispatches from The Dalles Mission to Governor Abernethy at Oregon City. Night came on about the time he reached Portland. A dance was being held of which Mr. MacMillan became a spectator. It was conducted by Charlie McKay, who was then called "Old Scissors" for scissors was his greatest swear word. This dance was held on the last night of 1847. The following day Mr. MacMillan walked to Oregon City, where he delivered his dispatches. When East Portland organized a city government, by act of the legislature Mr. MacMillan at the first election was chosen councilman and served for four years, Dr. Hawthorne being the president of the village. It seems a long distant period from the primitive past to the progressive present, from the Portland of 1845 to the city of the present day. Mr. MacMillan has ever rejoiced in the development that has been carried forward and it is his honest belief that Portland will yet become the largest city on the Pacific coast.

CINCINNATI BILLS.

The life of Cincinnati Bills was largely spent upon the frontier as from time to time through the period of his youth and early manhood he removed westward. He was one of New England's native sons, his birth having occurred in Vermont in 1825, his parents being Captain Lemuel and Liddie Bills. His father was an Indian fighter and also one of the first settlers of Oregon. The son acquired his education in the common schools of his native state and when still quite young learned the shoemaker's trade. He also mastered the trade of pump-making. He was a young lad when he removed with his parents to Ohio and subsequently accompanied them to Indiana, the family home being established at Covington, where he assisted his father in the pump-making business. His youth was largely a period of earnest and unremitting toil, during which time he came to a full realization of the value of industry and energy as effective forces in life's work.

While residing in Covington Mr. Bills became acquainted with Miss Anna E. Adkins, a daughter of Granville and Ipsley (Osburg) Adkins. Their friendship ripening into love, they were married April 4, 1850, and began their domestic life in Indiana, but on the 15th of February, 1853, they started for the far west with a covered wagon and team of oxen. In the meantime two children had been born unto them, and the other members of the party were Mr. Bills' sister, Mrs. Roher, and his brother, Worthington Bills. The entire train consisted of five wagons and quite a number of people, for at that time parties traveled together for protection and mutual assistance. There was at this time a rather clearly defined wagon trail across the country to the northwest, and altogether theirs was a pleasant trip. Moreover, they made it in a time which exceeded that of any other party, reaching the foot of the Cascade mountains on the first day of July, being only four months and fifteen days on the way.

Having arrived in the Pacific coast country, Mr. Bills purchased three hundred and twenty acres of land in Multnomah county about nine miles from Portland. A previous settler had taken possession of this farm but no improvements had been made except that a small log cabin had been built. In that home Mr. and Mrs. Bills with their children began housekeeping. They lived upon that farm for only two years, when they were frightened away by the Cascade Indians and took up their abode in the then town of Portland, which had not yet completed five years of its existence. There Mr. Bills worked at anything that he could find to do for about two years, when he purchased an interest in the dray company which afterward became the O. & T. Company, of which he was made manager. He continued in that position of executive control until his death, which occurred December 17, 1871. He was well known in the early days as an active and reliable business man and, moreover, he was honored with public office, being chosen sheriff of Multnomah county. He was also one of the early members of the Masonic lodge and of the Independent Order of Odd Fellows, and was an active member of the Methodist church, in which he held office. His life's labors ended, he was laid to rest in the Lone Fir cemetery. Much credit is due to the early settlers who came to Portland in its pioneer times and aided in promoting its interests and laying a safe and broad foundation upon which the city has since builded its present prosperity and progress.

No history of Portland would be complete without further mention of Mrs. Bills, now one of the well known pioneer ladies here. Her birth occurred in Fountain county, Indiana, July 25, 1829. Her father was a farmer as well as a cooper and shoemaker. Her girlhood days were spent in Indiana when it was a frontier district, and on reaching womanhood she gave her hand in marriage to Mr. Bills. They became the parents of nine children, of whom four died in infancy. Marion, who died at the age of thirty-one years, had married Helen Menzes and they were the parents of four children. Lillian Ann, became the wife of George V. James, of Portland, and had four children: Jessie, Helen, George, and Marion. Mary E., is the wife of Morton Spaulding, of Portland, and they have two children: Morton R. and Lethie. Eliza is the wife of Fred A. Young and they have four children: Maynard, Byron, George and Edna. George, the youngest of the surviving members of the family, is still a resident of Portland.

Mrs. Bills is a member of the Oregon Pioneer Society and the Methodist church. She has lived at her present home at the corner of Sixteenth street North and Flanders street since 1881, and has spent the greater part of her life in this city. For about three years she has been confined to her bed but bears her sufferings uncomplainingly. She is generally known as Grandma Bills and has a wide acquaintance in this city. A fact worthy of perpetuation in Portland's history is that she made, in 1862, with her own hands, the first American flag that ever floated over this city. In recognition of this there was written a little poem called "A Garland of Laurel" which is herewith attached:

THE CITY OF PORTLAND

"Stitch by stitch she made the flag
 Of snowy white and crimson hue;
 Stitch by stitch she sewed the stars
 On their little field of blue.
 Then unfurled the glorious banner
 Over Portland's beauteous hills—
 Held by young arms, strong and rugged;
 Maid, whose heart with rapture thrills.

Now she's old and gray and wrinkled,
 And her eyes o'erflow with tears
 When she thinks of all the old friends—
 Portland's women pioneers—
 Once again she's giving welcome,
 To newcomers from the east;
 Once again the cabin's crowded
 As they gather to the feast!
 Dreams, all dreams! She sits alone
 In her home, silent and cold,
 While before her darkening vision
 She sees once more the friends of old.

Shall we close her eyes unhonored?
 Slip unnoticed to her grave?
 Why not raise a fit memorial
 To a woman true and brave?
 She has loved and watched and tended
 Portland's growth since infancy;
 Now her eyes with age are shaded
 We owe her laurel crown today.

Wreath of grape and fern and cedar
 For the maiden young and fair
 Fashioning the bravest banner
 E'er unfurled upon the air.
 Wreaths of love and peace and gladness
 Make old hearts to know youth's thrills,
 Loving still with old love's sadness
 Portland's sunlit beauteous hills.

 GUY E. HOLMAN.

Some men are born with a faculty for business. Among the predominating traits which they possess are ambition, energy, good judgment and clear foresight and when these elements of character act in harmony we have the successful business man, whose possibilities are limited only by the field in which he operates. Portland has attracted from other regions of the country many young men of promise in the business world, who are adding to the reputation and wealth of the city and at the same time are prospering themselves; but there are young men in responsible positions here who are to the manner born—men who have all the push and energy requisite in a successful business career and also possess the other elements that contribute so much to the financial result. Among such young men may be named Guy E. Holman, who has for five years past been engaged in the automobile business.

Mr. Holman was born February 12, 1877, and is a son of Edward Holman, who is an undertaker and one of the early settlers of Portland. He was reared in this city and educated in the public schools, where he evinced a taste for literature and study, which found further expression in the pursuit of higher branches at the University of Oregon. He became greatly interested in the automobile, and in 1904 entered the business, starting with a garage and as agent for the Elmore and Ford cars, introducing the latter in Portland. He met with great encouragement even at the beginning of his career, and was given exclusive agency for the Ford cars in this city in 1905 and 1906. He also introduced the Maxwell cars here and handled them for one season. In 1908 and 1909 he acted as salesman for the Pierce Arrow and Cadillac cars, and in the latter year became manager of the Stearns agency for the White Motor Car Company. He is now sales manager for the Stoddard-Dayton Automobile Company, his place of business being No. 86 Tenth street. Mr. Holman possesses the essential qualities of a successful salesman and has had a practical experience that is of vastly more benefit than theories. He keeps fully informed as to the latest development in the automobile industry, is progressive in his methods and, withal, is the happy possessor of a pleasing manner that makes and retains friends. An additional cause for his success is his close application and the careful thought he has given to all details of a business that has in recent years almost risen to the dignity of a profession.

On September 20, 1905, Mr. Holman was united in marriage to Miss Aimee Tingry, of Portland. One son, Edward, has been born to them. Mr. Holman was one of the first to take up the automobile business in Portland and by his recognized integrity and ability and through his own efforts, he has attained a goodly measure of success and has won the confidence and esteem of his associates and of the entire business community.

BARTHOLOMEW T. SODEN.

The Soden family, like the great majority of Oregon pioneers, were drawn to this district by the inducements held out to those who would become permanent settlers, extensive donation claims being granted to all such. The year 1852 witnessed the arrival of B. Soden, Sr., and his family in this country. His wife bore the maiden name of Annie Goodall, and both were natives of Ireland. Prior to coming to the United States the father had been engaged in teaching school in the Sandwich islands, and from that point made his way to California, spending a short time in the gold mines of that state. In 1853 he made his way northward to Oregon and took up a donation claim near Aurora but resided thereon for only a brief period, when he sold that property and bought a claim in Polk county, Oregon, upon which he spent his remaining days, devoting his time and energies to the development of a good farm. His death occurred in 1863, while his wife passed away about a year previous.

Bartholomew T. Soden, who was born in Tasmania, August 19, 1849, was but a small boy when his parents came to Oregon. His youth was largely passed upon the Polk county farm, and he experienced the hardships and privations which boys of that early day in the northwest were forced to undergo. He remembers well the Indians who would visit the family home nearly every day and also that deer and other wild game was very plentiful at that time. There were few or no fences upon the farms and great stretches of rich land were still unclaimed. Neighbors then lived miles apart and there were no railroad facilities, all shipments being made by water or pack trains.

Mr. Soden was only thirteen or fourteen years of age when his parents died, and for several years thereafter he made his home with his sister, Mrs. Sarah Hovenden, who was then living in Marion county, but is now a resident of Port-

land. He attended the district schools in his youthful days and afterward engaged in teaching for one term in a country school in a district that is now included within the boundaries of East Portland. He later entered Corvallis College, from which he was graduated with the class of 1879, and subsequently he resumed teaching, being thus connected with the country schools of Marion county, Oregon, for several terms. He taught in all for about five years, and in 1882 he went to Oregon City, where he purchased an interest in what was then known as the old brick flour mill, which has long since passed out of existence but is well remembered by the older residents of Oregon City. He remained there for a little more than two years, acting as bookkeeper and office manager of the flour mill, while in 1885 he established himself in business in Portland. He is today one of the best known business men on the east side, dealing in hay, feed, flour, lime, cement, plaster and coal at No. 374 North Union avenue, at the corner of Schuyler street. He has been engaged in the feed business in Portland since 1885, starting in that line on East First street, between Stark and Oak streets. Later he built for his business a large warehouse near the same location and there continued until 1903, when he removed to No. 242 Russell street. For several years prior to 1903 he conducted business on both Russell street and East First street, having a warehouse in both locations, but in 1903 he concentrated his entire business in Russell street. In 1907 he erected his present large warehouse, which covers nearly a quarter of a block, and removed the business to its present location. He is accorded an extensive patronage, and has a trade which makes him one of the leading business men of the east side.

Mr. Soden was married in Portland to Miss Cora Wells, a daughter of George H. and Phoebe (Dresser) Wells, both of whom are living in East Portland. Her mother was born in Canada and from there removed to Beloit, Wisconsin, where she was married. Later Mr. and Mrs. Wells lived in Iowa, where Mrs. Soden was born, and for a time made their home in California, coming to Portland in 1879. Mrs. Soden was educated in the public schools of this city, and the Pacific University, and subsequently taught in the public schools here for four years. She is well known in musical circles through her connection with the Hassalo Congregational church choir and is acting as chairman of the music committee, both she and her husband being prominently identified with the work of the church. To them have been born five children, as follows: Lester Wells, a student of Portland Academy; Mildred Helen and Frances, both attending high school; Willard Randolph, who at the age of thirteen years, is yet a pupil of the grammar school; and Raymond Bart, who died in early childhood.

In his fraternal relations Mr. Soden is a Mason and is in thorough sympathy with the beneficent purposes and principles of the craft. His interests, however, center in his business, to which he has devoted his energies for a quarter of a century, during which period he has enjoyed an unassailable reputation for commercial integrity as well as enterprise.

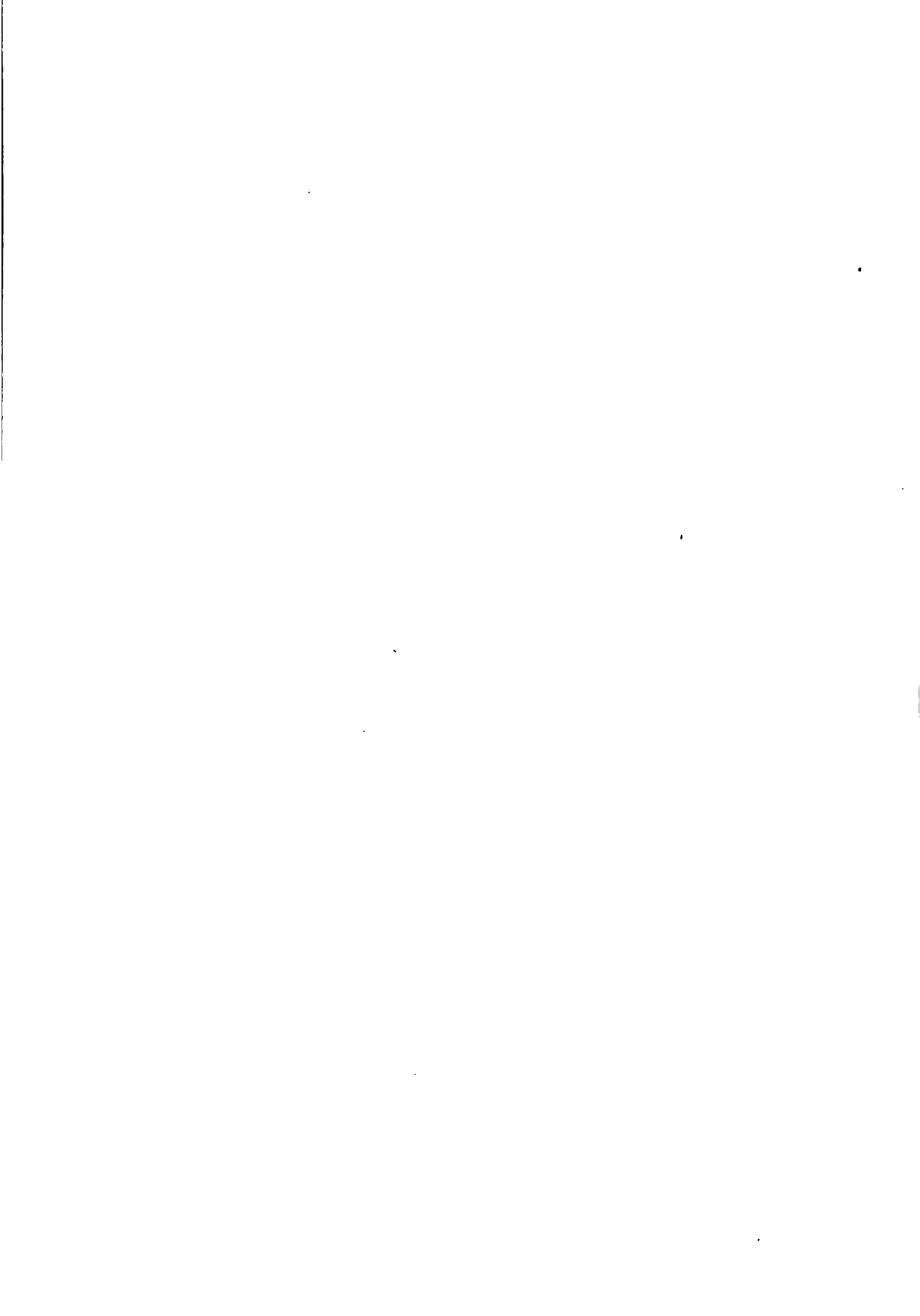
JAMES G. GAULD.

No man occupies a more enviable position in business circles in Portland than James G. Gauld, who, through many years of close and active connection with business interests, has proven at all times trustworthy and progressive, his initiative spirit formulating plans which have proven resultant in maintaining a substantial position for the interests with which he has been associated and which have constituted factors in Portland's splendid business record.

He was born at Old Meldrum, Aberdeenshire, Scotland, April 10, 1856, and acquired his education in the schools of that country and at the University of London. He began his business career with the Aberdeen Town & County Bank at Old Meldrum, going from there to the London & San Francisco Bank, Limited,



JAMES G. GAULD



London, one of the mediums of exchange which connected the financial interests on the Pacific coast and the old world. Mr. Gauld was with the London & San Francisco Bank, Limited, for twenty-eight years. He remained in the world's metropolis until sent by the bank to San Francisco in the latter part of 1875.

In 1890 he came to Portland and continued in the banking business until 1900, when he went to Tacoma as manager of the London & San Francisco Bank, Limited, at that place, later organizing a branch at Seattle, and he stayed with that institution until ill health compelled him to resign. For four years he was confined to his home in Portland, being obliged to discontinue active connection with business interests. On February 5, 1906, The Gauld Company, dealers in machinery, mill, plumbing and steam supplies was incorporated by Mr. Gauld and his brother.

It was in the year 1885 that Mr. Gauld was united in marriage to Miss Alice D. Van Winkle, of San Francisco, a daughter of I. S. Van Winkle, one of the pioneers of California. They have one daughter, Isabella, who is a graduate of Smith College. Mr. Gauld's home, one of the most beautiful residences of the city, is at the head of King street. He and his family are members of the First Presbyterian church of Portland and he belongs to Pacific Lodge, No. 136, A. F. & A. M., of San Francisco.

In politics he is independent, voting as his judgment dictates, with a view to promoting the best interests of the community at large. He has ever based his activity in business affairs upon strict integrity and close application, and his success represents the wise use of his time and talents combined with a ready recognition of opportunity.

JOHN HALL.

John Hall, a farmer living at Myrtle Creek, Oregon, came to this state during the pioneer epoch in its history. He was born upon a farm in Champaign county, Ohio, October 3, 1837, a son of Thomas R. Hall, who was likewise born in the Buckeye state and was a representative of one of its early families. John Hall came to the Pacific coast when nineteen years of age, crossing the plains after the slow, tedious and toilsome manner of travel in those days. He first made his way to California, where he engaged in mining, and later came north to Oregon. He found himself here among strangers, and the necessity of the case demanded that he gain immediate employment. He located in Cow Creek valley and turned his attention to mining. About 1861 he went to Idaho, where he also followed mining, but afterward returned to Oregon and settled on Myrtle creek, turning his attention to farming, which he has followed to the present time. His has been a life of industry and well directed thrift, and whatever success he has enjoyed has come to him as the direct result and sequence of his own labors.

On the 3d of October, 1862, John Hall was united in marriage to Miss Susannah Weaver, a daughter of Hans Weaver, who came to this state in 1853 from Washington county, Illinois, where his daughter, Mrs. Hall, was born. Unto this marriage there were born seven children: William T.; James R., who is living in the vicinity of Myrtle Creek; Harriett Ann, who married Charles W. Davis, of Salem; Emma M., the wife of Charles D. Buick, of Silver Lake, Oregon; Florence D., the wife of Dr. A. C. Seeley of Roseburg; John, living at Silverton, Oregon; and Grace Pearl, the wife of Elmer E. Lutz, of Silver Lake, Oregon. The wife and mother died April 10, 1895, at the age of fifty-three years, and her death was deeply regretted by many friends who held her in high esteem because of her good qualities. The father was again married September 30, 1896, his second wife being Mrs. Florence D. Hall.

John Hall has filled several local offices, including that of county commissioner, to which he was elected in 1884, and was reelected in 1886, as a candidate on the democratic ticket. He has ever been a stalwart supporter of the democratic party, believing that its principles are most conducive to good government. He belongs to the Independent Order of Odd Fellows, and is the only living charter member of Myrtle Lodge No. 38, which was organized by six men. He came to Oregon in 1857, a year which brought many of the sterling pioneers to the northwest and through the intervening period of fifty-three years he has remained a resident of this section of the country, an interested witness of its growth and progress, and in as far as possible an active participant in its development.

WILLIAM T. HALL.

William T. Hall, a son of John Hall mentioned above, was born at Myrtle Creek, Oregon, January 11, 1864, and pursued his education in the district schools there, later attending the San Francisco Business College. He was reared on his father's farm and after completing his education he continued to work upon the farm and also in a store at Myrtle Creek owned by the firm of Marks, Wollenburg & Company. Subsequently he went to Lake county, where he engaged in harvesting, and it was after this that he pursued his course in the San Francisco Business College. He then took up farming in connection with his father and so continued until 1891. In his early life he worked for Solomon Abraham, a pioneer merchant of Roseburg, who afterward lived in the state of Washington for about fifteen years. Recently, however, he returned to Portland. In April, 1891, Mr. Hall was appointed mail clerk, which position he is now filling, his run being on the North Bank road between Portland and Spokane.

Mr. Hall was married January 11, 1899, at Spokane, Washington, to Miss Christina Jeanette McIntosh, who was born at Owen Sound, Ontario, August 1, 1871, and is a daughter of William and Catherine (Cameron) McIntosh, who were of Scotch descent. Mr. and Mrs. Hall have one child, Myrtle J., born in Spokane.

Mr. Hall is a member of the Odd Fellows society, has passed all of the chairs in the subordinate lodge and was a delegate to the Grand Lodge in Portland in 1891. He also belongs to the Ancient Order of United Workmen. His political support is given to the democratic party, and when he was twenty-one years of age he served as justice of the peace and married a couple. A life-long resident of the northwest, he is largely acquainted with its history and is a worthy representative of one of the well known pioneer families.

W. G. McPHERSON.

Nineteen years of age W. G. McPherson established himself in the heating and ventilating business in Portland. During the time that has since elapsed, his business has continued and flourished, and the W. G. McPherson Company is recognized today as one of the permanent institutions of the city, whose affairs have been conducted in such a way as to gain the confidence of the public and to merit the standing it has attained.

Mr. McPherson is a native of Woodstock, Canada, born August 5, 1861. He is a son of John and Margery (Brown) McPherson, both of Scottish descent. His parents removing to Nebraska when he was quite young, the subject of this review received his education in the public schools of that state. After laying

aside his school books he began working for himself and as a heating and ventilating engineer continued for a number of years, or until 1891, when he located in Portland. By strict attention to business and by fair dealing and energetic management, Mr. McPherson has built up a reputation for his firm that places it in the same class as the most favored business enterprises of the city. Consistent and conservative in his affairs, he is known as a safe adviser and a man who seldom undertakes anything unless he has carefully counted the cost.

On the 26th of October, 1882, at Schuyler, Nebraska, Mr. McPherson was united in marriage to Miss Marie Blakefield. Three children have blessed this union: Charles J., now of Portland, who is secretary of the W. G. McPherson Company and is married to Frances Bingham; Robert G., of Portland, being treasurer of the W. G. McPherson Company; and Frederick J., who married Ola Nichols and lives in Portland, being manager of the steam department of the W. G. McPherson Company.

In politics Mr. McPherson is a democrat, and although his attention has been devoted to business rather than to political affairs, his abilities have been recognized by officials of the city, and he has served as a member of Mayor Lane's executive board from 1905 to 1909. He is identified with the Benevolent and Protective Order of Elks, the Knights of Pythias, and the Masonic order, having attained the thirty-second degree in the latter organization. He also belongs to the Chamber of Commerce, the Commercial and Arlington Clubs, and as a recreation he devotes his attention to shooting. His home address is No. 1069 Thurman avenue.

For twenty years Mr. McPherson has been a resident of this city, and no one has watched with greater interest the progress that has taken place not only in Portland, but in all the Pacific coast region. In this progress he has performed his part, for any man who conducts an honorable business assists in the permanent welfare of the community, and it is through the operations of a great number of such men that a city is built. Mr. McPherson came to the land of the stars and stripes as a boy and grew up under its friendly protection. It being his adopted country, the United States of America has today no more patriotic citizen. By contributing the sturdy characteristics inherited from a line of worthy ancestry of the old country, he has assisted in the amalgamation now going on in the republic, by which according to many profound thinkers, a race will be produced the greatest the world has ever known.

EPHRAIM GILL.

Ephraim Gill, a prosperous farmer of Multnomah county and also of Wasco county, this state, who came to Oregon thirty-two years ago and made no mistake in establishing himself in this favored region, is a native of Perkinsville, Indiana, born January 6, 1843. He was reared upon a farm and educated in the district schools and continued to live in Indiana until 1878, when he decided to take up his permanent residence in this state. He came direct to Portland and first located on a ranch near Sunnyside, which he rented for four years while he looked about for a permanent abode, living in the meantime on the site now occupied by the Old People's Home. Finally he purchased a farm six miles from the courthouse of Multnomah county and just outside the city limits on Barr Road. Here he erected an attractive home and commodious farm buildings and successfully conducted farming operations until 1901, when he removed to Dufur, Wasco county, on a promising ranch which he had in the meantime purchased. He still retains seventy-four acres of the original holding on Barr Road which is now in charge of members of the family. While living there he was for twelve years director of Russellville school and contributed as opportunity presented toward the advancement of the community.

In Indiana Mr. Gill was united in marriage to Miss Elizabeth Peck and seven children blessed the union: Frank M., who married Eva Dale, by whom he has two daughters, the family now residing at Dufur; James, who is now a member of the police force of the city of Portland and who married Miss Carin Peterson; Edward and Raymond, both unmarried and living upon the old home place, where they raise seed quite extensively under the firm name of Gill Brothers and also are interested in truck gardening; Charles, who married Miss Hattie Markham and lives at Dufur; George, now living at Dufur; and Flora, now Mrs. William Faust of Dufur.

Raymond Gill has acquired quite a reputation among the farmers and is president of the Grange Fair Association. This district includes Multnomah and Clackamas counties and the association is one of the important organizations of this portion of the state and holds yearly fairs at Gresham. Mr. Gill is also overseer of Multnomah County Grange and a member of the United Artisans and Homesteaders. He is a prominent worker in fraternal circles and has been master artisan several terms. He is serving as a representative to the state legislature, being elected on the republican ticket.

Ephraim Gill in the various relations as head of the family, agriculturist and citizen has gained the confidence and esteem of his neighbors and the community with which he was for so many years identified. As he approaches the patriarchal age or three score and ten he is taking his ease and enjoying the fruits of a life of industry and devotion not only to the interests of his family but to the upbuilding of the city and state. It is men of this sterling character who are the foundation of all well regulated society and it has been the leading aim of the subject of this review to so train his children that they may contribute their share to the general fund that in the end is synonymous with everything that is pleasing to the ear and eye and comforting to the heart and may be expressed by the simple words, peace, honor and prosperity.

ROBERT DAVIS WISWALL, M. D.

Dr. Robert Davis Wiswall, engaged in the practice of medicine and surgery in Vancouver, was born in Ballston Spa, New York, October 12, 1870, his parents being Henry and Mary (MacMullen) Wiswall. In his boyhood days his parents removed to Marshalltown, Iowa, and he was there reared and educated, pursuing his studies in the public schools of Marshall county and in the high school of Marshalltown. He also continued his education for a time at Mount Vernon, Iowa. On attaining his majority, in 1891, he came to the west, making his way to Vancouver in 1892.

His father also coming to this section of the country, the family have since figured in the development not only of Vancouver but the surrounding districts and his father still lives upon a ranch near the city. His mother, however, passed away in 1882. His brother, Elmer A. Wiswall, was circuit judge of this district for one term, being elected to the office in 1894.

After coming to Vancouver Dr. Wiswall remained for two years, when, realizing the value of a superior education as a factor in business life and determining upon the practice of medicine as a life work, he entered the medical department of the University of Oregon at Portland, there pursuing a three years' medical course, which was completed by graduation in the class of 1897. Thus qualified for practice he located at La Camas, where he remained for five years. He then removed to Pendleton, Oregon, where he followed his profession for one year, after which he opened an office in Vancouver and has since engaged in the general practice of medicine. He is thoroughly acquainted with the scientific basis upon which his work rests and is correct in the application of his knowledge to the immediate needs of his patients. Moreover, he is



DR. R. D. WISWALL.

very careful in the diagnosis of a case and his labors on the whole have been attended with a gratifying measure of success when viewed from both a professional and financial standpoint. He also displays good business ability in other directions, is the owner of a ranch and is interested in horticulture. He is likewise one of the directors and a stockholder of the United States National Bank of Vancouver.

On the 10th of May, 1900, Dr. Wiswall was married to Miss Laura A. West, of La Camas, Washington, a daughter of Charles T. West, of that place, and they have one son, Henry. In his fraternal relations Dr. Wiswall is connected with the Masons, the Elks and the Odd Fellows in their local organizations at Vancouver and is also a member of the Commercial Club of the city. He is a young man of enterprising spirit, of commendable ambition and of unflinching enterprise and in his practice displays a sense of conscientious obligation which has made his work entirely satisfactory.

THE CHRISTIAN BROTHERS BUSINESS COLLEGE.

The Christian Brothers Business College of Portland has become one of the strong, growing and successful educational institutions of the northwest. It was dedicated by Archbishop Christie on the 29th of November, 1908. It is the successor of the Blanchet Institute, also conducted by the Christian Brothers, who have been in Portland since accepting the invitation of the late Archbishop Gross early in 1886, at which time they took charge of what was then known as St. Michael's College, a pioneers institution in which many men, now prominent in the life of the northwest, were educated. St. Michael's was founded by Father Fierens, and was opened August 21, 1871, the Rev. A. Glorieux, now bishop of Boise, Idaho, being first president. The school was conducted by the priests of the diocese until the close of the year 1885, when the Christian Brothers took charge. The first Brothers were three in number, Brother Aldrick, the principal, and Brothers Bertram and Michael. The principal was in poor health when he took charge. In the world he was Matthew McElroy, a native of Philadelphia, Pennsylvania. In his youth his parents removed to California, and at the age of fourteen he entered the San Francisco Institute, conducted by the Christian Brothers. Following his graduation, he was employed in St. Mary's College in San Francisco, and afterward in St. Joseph's Academy at Oakland, and from Sacred Heart College of San Francisco he came to St. Michael's. He was a cultured gentleman and was eminently fitted mentally to be a teacher. For five years before coming to Portland he had been suffering with lung trouble, and three months after his arrival he passed away March 31, 1886. Brother Bertram next took charge and after two years was succeeded by Brother Michael, who was appointed president in 1888. He was an energetic and zealous teacher and remained president until 1892, when he was appointed president of St. Mary's College at Oakland, California. He was followed by Brother Lactain, who a year later was succeeded by Brother Lucius, who acted as director until September, 1898, and was followed by Brother George, who successfully managed the affairs of the school for eight years. He was replaced by Brother Zenonian, who remained in charge for one year, and in August, 1907, came Brother V. Andrew, who is now in charge.

During the presidency of Brother Lucius the name St. Michael's College was dropped and the location moved to Fifteenth and Davis streets, at the beginning of the school year in August, 1895. At that location the institution was known as St. Mary's parochial school but at the suggestion of Archbishop Christie the Brothers returned to their old location in 1899 and the school was called Blanchet Institute in honor of the first archbishop of Oregon. Under the administration Brother George the scope of the institution was broadened and it enjoyed a

vigorous growth. Under the administration of Brother Andrew, the present fine college building, a three-story structure with basement, has been erected, and the Christian Brothers Business College has become one of the strongest educational centers of the northwest. Following its dedication, the building was opened for classes the first week of December. The block of ground on Grand avenue and Clackamas on which the new building stands, was purchased in 1907 and the plans for the new college made late in that year. It was principally through the liberal donations of the Portland people, Catholic and non-Catholic, that the site was purchased and the building erected. The Brothers had no money. Brother Andrew was a stranger in a strange land. Armed with the authority of His Grace Most Rev. Alexander Christie, and with firm confidence in God, Brother Andrew began the task. "For God and the boys of Portland" was his request when asking for donations. That God has blessed the undertaking, and that Brother Andrew has labored well, the present institution testifies. Others will still help to wipe out the indebtedness by founding scholarships and by donations. The main building is remarkably suited for its purpose, and has been equipped with a view to its thorough utility. For almost a quarter of a century the school has been under the guidance of the Christian Brothers, an order founded by St. John Baptist de la Salle, who was born in Rheims in 1651 and died at Rouen in 1719. The purpose of the order was the promotion of Christian education and with great love for the work he was very successful. The Brothers came to America in 1837, settling in Canada, and a few years later arrived in the United States. The Portland school is conducted along modern lines, giving a thorough training in that which qualifies young men and women for entrance to the business world as well as in Christian education. Under the leadership of Brother Andrew the scope of the work is being extended, and there is now a large enrollment of earnest students who are making excellent progress.

The school opened November 29, 1908, with seventy boys in attendance; the enrollment for 1909-10 was two hundred and thirty-four, and in 1910-11 it will probably amount to two hundred and seventy. The present faculty is composed of Brother V. Andrew, F. S. C., president; Brother George, F. S. C., vice president; and Brothers Luke, Fabian, Gabriel, Adrian, Bernard, Aldrick and Ananias, while in the music department Professor Frank G. Eichenlaub is instructor in violin and George F. Wilson instructor in piano. In addition to the Christian Brothers Business College, the Christian Brothers also have charge of the St. James parochial school at Vancouver, Washington, where Brothers Aldrick and Ananias teach, going back and forth each day from the Portland school.

RICHARD GOODMAN.

Among the pioneers of the Pacific coast whose memory is revered by those now living who knew him and whose qualities of courage and perseverance have been inherited by younger generations of the family, may be named Richard Goodman. A native of Ohio, he was born October 18, 1806, more than a century ago, when the great west was dimly known only to the aborigines and the fur traders and hunters, and when civilization, as it had been developed in America, was limited to the region east of the Alleghanies. The vast area now comprising two-thirds of the United States was awaiting the company of the pioneer with his ox, ax and plow, and right nobly did he acquit himself after once appearing on the scene. Many of the early pioneers were uneducated men, but Richard Goodman had advantages in his boyhood of training in the rudimentary branches of the schools. He grew up in Ohio and was there married to Sarah Conner, the couple removing to Missouri, then on the frontier, and locating in Cooper county, where they took up land.

In 1843, when Mr. Goodman was thirty-seven years of age, he yielded to an irresistible impulse calling for new scenes and for opportunities that did not seem possible in a country that was beginning, according to the mind of the pioneer, to be too thickly settled. He joined a band of hardy adventurers and started for the northwest coast. The family had been increased by three new arrivals, and Mr. Goodman was now at the head of a family consisting of a wife and six children, all of whom accompanied him on the trip over the trail. The Indians had not yet become so troublesome as in later years, but many difficulties of deserts, mountains and bridgeless streams presented themselves. Herds of buffalo were frequently met with and the hunters of the party then took advantage of the opportunity to lay in a supply of meat for future use. A sad event of the journey was the death of one of the members of the family. After six months of toil Oregon City, in the valley of the Willamette was reached and here the family remained for a year, while Mr. Goodman arranged for a permanent home. Oregon territory had not yet been organized, and the few settlers who had the courage to seek fortune at the end of a journey of two thousand miles were located along the Willamette and Columbia rivers. Mr. Goodman took up a claim in the Waldo hills and moved his family to the spot, where a log house was erected and the daily duties of life were resumed under the most primitive conditions. A large fireplace occupied nearly an entire end of the cabin and the furniture was such as could be readily made with the ordinary implements of the settler. After a few years the gold excitement of California attracted many of the farmers of the northern region, and among those who sought fortune in the mines was Mr. Goodman. There he was taken with a fatal illness in 1849, from which he died.

Mrs. Goodman was a woman of great fortitude and she bravely took up the responsibility which was now thrown upon her shoulders. She moved with her children to the coast. During the troublous times of the Rogue River Indian war, the family was compelled to leave their home and take refuge in one of the frontier posts. This was in the winter of 1855-1856. Mrs. Goodman became the wife of a Mr. Dodge and for a time lived in California but returned to Oregon, where she departed this life at an advanced age. She was the mother of ten children, nine of whom were by her first husband: Martha, now deceased; Fred Taylor; Elizabeth, who became Mrs. Francis Moffett, also deceased; Rebecca, a sketch of whom appears below; John, who died during the trip with his parents over the plains; Mary J., the wife of Clifton Thrift of California; William J., deceased; Peter G., of California; Sarah Ann, the wife of Green Ferrin of Marshfield, Oregon; and Richard, who was the son of her second husband and has now passed away.

Rebecca, the fourth child of Mr. and Mrs. Goodman, was born in Missouri and crossed the plains when about six years of age. She has lived in Oregon ever since 1843, with the exception of a short stay in California, and has been a witness of the great changes in the northwest by which a wilderness has been transformed into one of the most productive and prosperous regions of America. She was educated in the schools of Salem, Oregon, and on May 10, 1855, was united in marriage to Jasper N. Hall, a promising young pioneer and one of the worthy men who manfully assisted in preparing the way for thousands who have since arrived. He was a native of Missouri, born May 30, 1833, and is now deceased. Three sons were born to Mr. and Mrs. Hall: Samuel J. and Walter W., both of Portland; and William J., who died at the age of five years. On the 6th of November, 1864, Mrs. Hall was married to Daniel J. Griffiths, a native of Zanesville, Ohio, who was born February 24, 1826, and departed this life at Marshfield, Oregon, February 25, 1892, at the age of sixty-six years. He was a blacksmith and machinist and an industrious citizen who always tried to perform his duty not only as to his family, but in all the relations of life. Three children were born of this union: Annie B., deceased; Charles J., now living in Portland; and Minnie H., who became Mrs. James Fanning and is now deceased.

Mrs. Griffiths is a worthy descendant of worthy ancestry, and is one of the remarkable pioneer women of Oregon. She is a member of the pioneer society and is also affiliated with the Methodist Episcopal church. She has passed through many vicissitudes but, true to the principles that upheld the noble men and women of the early days, she has never yielded to discouragement, and in all the duties of daughter, wife and mother has heroically performed her part.

HENRY WASHBURN GODDARD.

Henry Washburn Goddard, who is identified with the real-estate interests of Portland and for many years was officially connected with the railroad business, was born at Monroe, Wisconsin, August 12, 1856. He was educated in the public schools of his native town, at Lawrence University, of Appleton, Wisconsin, and also took a law course at the University of Oregon, graduating in 1896. His first business experience was in his father's store in Monroe, where he continued for several years, at the end of which time he entered the railroad service as clerk and finally station agent and telegraph operator at Mears, Michigan.

Later Mr. Goddard decided to seek wider fields and came to San Francisco in March, 1879, arriving in Portland a month later, where he has since resided; with the exception of from 1881 to 1886 spent in the Willamette valley. On first reaching Portland he was in the employ of J. I. Case & Company for a few months, then he re-entered the railroad business as a telegraph operator of the Oregon Steam Navigation Company at the Lower Cascades.

On January 1, 1881, he went to Dayton, Oregon, as station agent for the Oregonian Railway Company, Limited, becoming auditor and superintendent of the road, continuing until it was absorbed by the Southern Pacific in 1890. For six years, up to 1896, he was connected with the general foreign department of the Southern Pacific Company and at the end of this time was made assistant general agent of the Chicago, Burlington & Quincy Railroad for the Pacific northwest territory continuing until 1906, when he retired from the railroad business to accept the presidency of the Oregon Auto-Despatch, a transfer company which he organized and managed for several years. This was the first company or individual on the Pacific coast to use a self-propelled vehicle in a commercial way. Since 1907 he has been actively engaged in the real-estate business and in 1909 became a member of the firm of Goddard & Wiedrick, who are engaged in handling properties mostly belonging to the firm.

Mr. Goddard is a staunch advocate of the principles of the republican party and served for three years, from 1902 to 1905, as a member of Mayor William's executive board under appointment of the mayor. His ability in the transaction of public affairs was also recognized by his appointment July 6, 1910, as a member of the board of county commissioners of Multnomah county, as successor to Commissioner Barnes, who resigned at that time.

During Mr. Goddard's service on the board of county commissioners, he solved the transportation question over the drawbridges in this city, by taking the position that the county had the right to regulate the opening and closing of the drawbridges and that the navigation interests must give way at certain periods to the foot and vehicle travel over the bridges, although the secretary of war, who assumed to control the bridges, had refused to grant any relief, even though besieged with monster petitions. Mr. Goddard and County Judge Cleeton as the county court instructed the bridge tenders to refuse to allow boats to pass through the bridges at certain specified times when the overhead travel was at its maximum, and although the local federal officials threatened prosecution with a dire punishment of fine and imprisonment, the county court was firm and the war department conceded the point after one day's delay.

This established a precedent which will be of great value to the commercial interests of the city. Mr. Goddard has been connected for years with the Masonic order and is a member and treasurer of Hawthorne Lodge, No. 111, A. F. & A. M., and also a member of Washington Chapter, No. 18, R. A. M.

In 1880 Mr. Goddard was united in marriage with Miss Mary Travers, of Portland. Three children were born of the union, a son and daughter dying in infancy, and Mrs. Horace Burnett Fenton of Portland. Mr. Goddard is a direct descendant on his mother's side of Gilbert Allen, who served in the war of the Revolution, having been a member of the New Jersey Militia.

Through many years of active experience as a railroad man Mr. Goddard made an extensive acquaintance and gained a practical knowledge of the Pacific coast and its resources. Being a man of wide observation, good judgment, liberal education and pleasing manner, he has found a congenial field in assisting in the development of his adopted state and has many friends who wish him unlimited success in the vocation to which he is by nature and experience thoroughly adapted.

CHARLES O. BARNES.

There is a mystery in death when it calls from a field of usefulness one who has just reached the prime of life and who apparently has before him many years of continued development and added usefulness. This mystery still enshrouds the career of Charles O. Barnes, a man of great energy and business ability, who was called from scenes of earth twenty-five years ago, at the age of forty-eight. In business judgment few men in Oregon have surpassed him and had he been spared twenty years longer he would probably have been known as one of the wealthiest men of the northern Pacific coast.

Charles O. Barnes was born in New York state, August 9, 1836, and at an early age he was left an orphan. He was given but little school advantage and as he grew up assisted on the home farm. In 1853, at the age of seventeen, he joined a party of emigrants from the eastern states and made the trip across the plains, driving an ox team. The trials and dangers incident upon a journey of six months through a strange country made a profound impression on the mind of the New York boy and no doubt had an important effect in shaping his future career. Although without parental restraint and guidance, he learned the importance of decision and self-reliance, and these elements were early brought into play. He sowed no wild oats. By working as a farm laborer and in mines of southern Oregon and California, he saved money to buy a farm of one hundred and sixty acres in the Willamette valley. By additional purchases from time to time he increased the area of the farm until it covered about four hundred acres and was made into one of the best producing farms in the valley. Seeing the demand for fine horses in the California market and having special ability in the selection and sale of all classes of live stock, Mr. Barnes rented his farm, moved to Albany, Oregon, and for a year delivered horses by land to San Francisco. Returning to Albany, he engaged also in stock-raising and kept agents in the field in different parts of the state, buying and selling live stock on an extensive scale. He was especially interested in blooded stock and no man on the coast could more quickly detect the fine points of an animal than he. His business grew to large proportions and he made a fortune and a reputation which was not confined to the state of Oregon. For a number of years he was actively connected with public movements but was never a candidate for office. His sympathies were with the republican party, but he was essentially a business man who found his greatest happiness on the growing farm, in the cattle or horse herd, or in the busy mart where tens or hundreds of thousands of dollars change hands in an hour and the man of keen apprehen-

sion and quick resolve wins over all competitors. Mr. Barnes departed this life December 9, 1885. His body was deposited by loving hands in its last resting place in the cemetery at Albany, but the remembrance of his many manly qualities continues without abatement in the minds of those with whom he was associated.

The maiden name of the wife of Mr. Barnes was Martha Peterson, and the marriage took place at Peterson Butte, Oregon, on the 24th of December, 1862. She was a native of West Virginia, born June 30, 1836, and was the seventh child of the ten children of Henry J. and Eliza (Allen) Peterson, the former a native of Virginia and the latter of Massachusetts. The patriot, Ethan Allen, who demanded the surrender of Fort Ticonderoga "In the name of God and the Continental Congress" was one of the progenitors of the family on the maternal side. The Peterson family came west about 1845, the party losing its way in attempting to travel by the ill-fated Meek's cut-off and having a great deal of trouble with the Indians. To add to the distress of the painful journey of many months one of the young sons of Mr. and Mrs. Peterson died and his grave was made by the side of the trail. In 1848 Mr. Peterson took up a claim at Peterson Butte, where he built a home and where he and his wife died in 1861. He was a prominent man in the early days, as is shown by the fact of his serving as a member of the first territorial legislature which convened at Oregon City.

Mrs. Charles O. Barnes moved from Albany to Portland early in 1907 and here she was called to rest on April 21st, of that year. Her body reposes by the side of her husband at Albany. She was the mother of three children: Mary E., now deceased; Loella, the wife of Eugene La Forest, of Portland, to whom she was married at Albany, December 22, 1886; and Velma C., who passed away in early childhood. Mr. La Forest, the husband of the second daughter, is a native of Oregon City, where he was born June 9, 1863, his parents being Eugene and Mary La Forest. The former was born near Paris, France, and came to the Pacific coast in the French ship called the Morning Star, which was wrecked off the northwest coast. He was a successful merchant, a member of the Roman Catholic church and a Mason. He died in 1874. His widow, who is a native of Baden-Baden, Germany, is still living at the age of about eighty years. Eugene La Forest, son of Eugene and Mary La Forest, was educated at Oregon City and has been a railroad man ever since the beginning of his business career. He first entered the telegraph department and has risen through various grades and is now a popular conductor on the Southern Pacific Railroad. His home has been in Portland since 1907. Mr. La Forest is prominently identified with the Masonic order and is a member of the blue lodge, chapter, commandery and shrine.

Mrs. Charles O. Barnes was a woman of highly estimable character. She was a general favorite among young people and her reminiscences of pioneer life and experiences on the trail always attracted attentive listeners. She represented a type which is rapidly passing away but which made a lasting impress on the generation now in charge of affairs on the Pacific coast.

THOMAS McARTHUR ANDERSON.

Thomas McArthur Anderson, a retired brigadier general of the United States army, whose personal qualities make him an honored resident of Portland, was born in Chillicothe, Ross county, Ohio, on the 21st of January, 1836. He is a son of William Marshall and Eliza (McArthur) Anderson and is of English and Scotch descent. He completed his more specifically literary course by graduation from Mount St. Mary's College of Maryland with the class of 1855, and in 1899 his alma mater conferred upon him the honorary degree of LL. D. He is also a graduate of the Cincinnati Law School of 1858 and entered



THOMAS M. ANDERSON



upon the active practice of the profession in Cincinnati. He has been admitted to the bar of the states of Ohio, Kentucky and Texas.

Attracted to the fields of military service after three years, he put aside the duties of the profession to become a private of volunteers in the Civil war. His loyalty, his observance of military discipline and his increasing knowledge of military tactics led to his promotion from time to time and from private in the war between the states he rose to the rank of major general of volunteers in the Spanish-American war, and from second lieutenant in the regular army to the grade of brigadier general. In the campaigns of 1861 in Virginia he served as a lieutenant of cavalry; in the campaigns of 1862, 1863 and 1864, as a captain of the Twelfth Infantry and acting field officer in the battles of Cedar Mountain, Manassas, South Mountain, Antietam, Fredericksburg, Chancellorsville, Laurel Hill, Spottsylvania and many minor combats. He was twice wounded and was twice brevetted. While convalescing from wounds he served on a board for the organization of a signal corps and veteran reserve corps. At the close of the war of the Rebellion he served on the staff of General Joe Hooker in the west, and in 1867 and 1868 he served as commissioner of registration and reconstruction in Virginia. This was followed by nine years' service in Texas with the usual experiences in Indian campaigns of hard service with little credit given. The American public has thrilled with the story of warfare when the long battle lines have been drawn up face to face, but comparatively little is understood of the work that has been done on the frontier, where the soldiers could not meet the Indians in open warfare but must, in as far as possible, resort to the methods of the wily red man, who always fires upon his foe from ambush or attempts to surprise him by an unexpected attack that will allow him no opportunity for defense. Neither does he give any quarter and yet, thoroughly familiar with every hill and valley, ravine and stream of the country in which he has tramped and hunted, he has led the federal military forces upon chases that have tested the endurance of the most strenuous. Only at the present time when the press is recounting some of the methods and hardships of such campaigning is there given a tardy recognition of the work done by the soldiery on the frontier. After leaving Texas, General Anderson was on duty for six years in Wyoming and Nebraska as lieutenant colonel of the Ninth Infantry, commanding the regiment. In 1866 he was promoted colonel of the Fourteenth Infantry, with headquarters at Vancouver Barracks. He held this position for twelve years and enlisted all of his men from Oregon and Washington. As commandant of Vancouver Barracks he carried on a successful lawsuit against the Catholic Bishop of Nesqually, which secured for the government the post reservation.

In the Klondike gold excitement of 1897-8, General Anderson was made commandant of the Lynn canal district in Alaska. At that time the British commissioner of the Yukon had established his headquarters in Skaguay with two companies of the Dominion mounted police and claimed all of the territory back of the coast line. When General Anderson arrived with his regiment he forced the Dominion authorities to move back of the ten marine leagues and beyond the passes of the coast range. Possession being nine points in the law, he thus enabled the United States to make good its claim to the whole Alaskan coast.

In the Spanish-American war General Anderson commanded the first expedition to the Philippines and the first American troops that crossed the ocean. The expedition consisted of the Fourteenth United States Infantry, the Second Oregon and First California Infantry. A batallion of heavy artillery had raised our flag over Cavite, Luzon, July 1, 1898. General Anderson found himself thwarted rather than assisted by Aguinaldo, which led to a correspondence that brought to light his ambitious designs and hostile attitude. When General Merritt, commander of the Department of the Pacific, arrived General Anderson was designated division commander of the Eighth Army Corps. He commanded

the land forces which took Manila August 13, 1898. On the outbreak of the Filipino insurrection his division south of the Pasig was fiercely attacked on February 5, 1899. He defeated the Filipinos in battles fought at Santana, Passay and San Pedro, Nacate, capturing all of their artillery and eight hundred prisoners and inflicting a loss of three thousand killed and wounded. The most trying ordeal through which this command had to pass and in which the Second Oregon had to bear the brunt was the attempt of the insurgents to burn Manila and to murder all the white residents. When aggressive hostilities were resumed, General Anderson's regiment, to which the Second Oregon, First California, First Washington and regiments from Wyoming, Montana and the Dakotas were attached, defeated the insurgents at Guadalupe church and Pasig and Pateros. Having been made a brigadier general in the regular army, General Anderson was ordered to Chicago to take command of the Department of the Lakes. On his return in 1900 he was soon afterward made commandant of the Ohio Soldiers Home and after holding that position for three years resigned to become a citizen of Portland, Oregon.

On the 8th of February, 1869, at Richmond, Virginia, General Anderson was married to Miss Elizabeth Van Winkle, a lady of Holland Dutch descent, and to them were born two sons and four daughters: Arline, now the wife of J. W. Cairns; Elizabeth, the wife of Charles Gould; Minnie, the deceased wife of R. H. Allen; Thomas M., now captain of the Seventh United Infantry; Van W., of Portland; and Irmingard, the wife of W. T. Patten.

General and Mrs. Anderson attend the Unitarian church. From time to time, as favorable opportunity has offered, General Anderson has made investment in property and is now a landowner in Ohio, Oregon, Texas and Washington, and was also a director of the Commercial Bank of Vancouver, Washington, in 1893-94. He holds membership in the Union League Club of Philadelphia, the Arlington Club of Portland and the Columbus Club of Columbus, Ohio, and upon him have been bestowed the highest Masonic honors—election to the thirty-third degree of the Scottish Rite. His political platform is found in a strict construction of the federal constitution and a tariff for revenue only. Reading between the lines one comes to a knowledge of that ability, intellectual development and qualities of leadership which have brought him to the rank of brigadier general and gained him many friends in those circles where important questions of the day are intelligently discussed.

EDWARD LOTHROP COLDWELL.

A quarter of a century's connection with the Oregonian as a member of the reportorial staff brought Edward Lothrop Coldwell a wide acquaintance, and such warm friendships that his death, which occurred on the 15th of March, 1908, was the occasion of widespread and sincere regret. There is something in a nickname that indicates good fellowship and kindly spirit, and this was particularly true in the case of Mr. Coldwell, who to all of his legion of friends, was known as "Jerry."

He was born in Gaspereau, Nova Scotia, July 1, 1839, a son of Sherman and Eliza Coldwell, who were also natives of that country, where the father followed the occupation of farming and also engaged in the grocery business. The family is of English lineage and was founded on American soil by William Coldwell, who was born in England in 1695 and in 1712 became a resident of Massachusetts. He was there married to Jane Jordon, and in 1758 removed with his family to Nova Scotia, leaving in Bridgewater, Massachusetts, one son, Ebenezer,

whose descendants are found there and in other parts of the United States. One of his descendants has been compiling a genealogical record of the family and has not only accomplished that task, but was also instrumental in organizing the family reunion which met at Wolfville, Nova Scotia, in July, 1909. Through his instrumentality there has been erected a monument to the memory of the American progenitor which is inscribed: "William Coldwell, born in England, 1695, died October 28, 1802, at Gaspereau, Nova Scotia; also his wife, Jane Jordon, born at Stoughton, Massachusetts, June 1, 1707." The ancestral history is traced back to a more remote period, when representatives of the family went from France to Scotland, three brothers settling north of the Solway near a cold well, from which they derived their surname, spelled and pronounced "Cald" north of the Solway and "Cold" in England, so that the two names have the same origin. Oliver Cromwell was descended from the family and they figured prominently in English and Scottish events during the reign of the Stuarts and the House of Hanover. William Coldwell, after some years' residence in Massachusetts, traveled northward through Maine, New Brunswick and Nova Scotia to his destination in Horton to take up lands vacated by the Arcadians. He settled on the banks of the Gaspereau river, where his descendants are now living in the seventh generation.

Edward Lothrop Coldwell was educated at Horton Academy, Wolfville, Nova Scotia, and as a young man worked in his father's grocery and on the home farm. At the age of twenty-three he went to California by way of the isthmus of Panama, where he spent a year, after which he returned to Nova Scotia. A few months later he again took up his abode in California, where he was for a time engaged in the lumber camps. In 1870 he left California with the intention of going to the orient. He sailed from San Francisco on one of the coasters for Portland, expecting to take passage for Japan on a sailing vessel from that place. Upon reaching Portland, which was at that time a thriving little town, he decided to remain. He found work in the printing office of A. G. Walling and there learned the printer's trade. He was later employed as pressman on the Bulletin. After four years spent in Portland, he removed to Salem, where for a time he worked in the State Printing Office. Some of his associates while working for the state were Wilbur Cornell, W. P. Keady, James E. Sears, all old-time printers.

Returning to Portland in 1879, Mr. Coldwell secured a position as pressman on the Bee. In 1881 he became connected with the Oregonian as reporter, and served continuously in that capacity with uncommon zeal and conspicuous success for a little more than a quarter of a century. At the time of his death one who had long been connected with him in newspaper work said: "Jerry's place on the Oregonian will never be filled. More capable men may arise; writers more brilliant, perhaps, but they will not do the same class of work nor cover the infinite variety of topics that came within this man's bailiwick. For it is to be remembered that Jerry developed when Portland was emerging from a big town into a city; when everybody was interested in his neighbor; when Henry Failing knew personally every depositor in the First National; when Cicero H. Lewis could tell the standing of every general merchandise dealer in Oregon, Washington and Idaho without opening Bradstreet's record; when Bishop and Mrs. Morris exchanged calls with every Episcopalian family in the parish, and when Joe Buchtel called by their Christian names ninety per cent of the men who voted for him for sheriff."

Mr. Coldwell was married in Salem in 1874 to Miss Fannie A. Barker, whose parents came from Burlington, Iowa, to Salem, Oregon, in 1847. Her father, William Barker, was a cabinet-maker and one of the first furniture dealers in Salem. Mr. and Mrs. Coldwell became the parents of two children: Orin B., who was educated at Stanford and Cornell Universities, and is general superintendent of the light and power department of the Portland Railway, Light & Power Company; and Miss Mary Coldwell, who is well known in amateur musi-

cal circles as a most skillful piano player and as a successful teacher of music. Mrs. Coldwell still resides at No. 267 Grant street, where she has lived for the past thirty years.

Mr. Coldwell's political allegiance was given to the republican party, and his influence was a factor in the party's growth, but he never sought office as a reward for his fealty. He passed away on the 15th of March, 1908, at the age of sixty-nine years. At the funeral services, Dr. T. L. Eliot said, referring to the season of the year and the bright morning sunshine, that "they fitted the character and life of Mr. Coldwell, one of whose leading characteristics was the love of nature and who carried the sunshine of good humor, cheerfulness and true human fellowship wherever he went. There are few higher services that one can render the world. Such a temper of mind reaches out in ever-widening circles. Mr. Coldwell's vocation led him to harbor with all sorts and conditions of men. He discovered the soul of goodness in some things evil. He could wield the weapons of satire and ridicule—often more potent than argument or denunciation to break abuses. The local column and reporter's stories or news items of the Oregonian which he wrote, reflected the man in all his varying qualities of wit and wisdom. His life was a genuine ministry, better than written sermons and full of the potencies of manly character."

Harvey W. Scott, editor of the Oregonian, also paid tribute to Mr. Coldwell, who, he said, "lived close to nature and close to man; in every relation of life he did his duty. Fidelity was an absolute part of his nature. I should scarcely say that he was guided by determination to do his duty, for he did it unconsciously and was far and away above the need of strengthening his nature by resolves. The testimony of his fellow workers assembled around his bier shows in what esteem he was held by those who, outside his own home, knew him best. The work he did on the Oregonian for years, in no way obstrusive, yet had marked significance. Its quaintness, its good nature, its gentle humor, its nearness to the heart and life of its author, and of all those who read it, gave proofs that though the author was not known very much except in our own community, nevertheless, wherever the Oregonian was read here was the work of a distinctive hand. He was a moral man of mental equipoise, of even temper, never subject to excitements. Of his religious beliefs he was never obstrusive, but his attitude toward the sacred mysteries of life and death and futurity was always reverent. Though never publicly proclaiming it, he shared with all other thoughtful human beings the idea that man has sure relations with the infinite. Yet he did not dogmatize on the subject. His idea was that we have come, we know not how, out of the infinite unknown; that we shall return, we know not how, to the infinite unknown. Yet sure belief in some thought or suggestion of immortality was shared by him. He was too thoughtful and too serious to think otherwise."

In the Oregonian from the pen of N. J. Levinson, Sunday editor, appeared the following: "As one of his oldest Portland friends and long-time co-worker, I have been asked to write an estimate of Jerry Coldwell. No apology is needed for employing his nickname without quotation points; the thousands who knew him here are not familiar with the name as written in the family Bible. Jerry Coldwell was the best all-round reporter I ever knew, and much more. He was philosopher and humorist. On everything he wrote, even to the dry routine of daily news, he put his personal impress. Sometimes it was satirical, occasionally bitter to the point of extreme severity, often clearly informative, more often quaintly humorous and always in the spirit of self-help. On his sympathetic side he leaned to every man, woman and child that cultivated the soil either for pleasure, profit or in the struggle for bread. He loved everything that grew in the earth; his most delightful studies were natural history and botany. Whenever he learned a fact, he felt it his duty to impart the information to mankind. And he never guessed at a fact. He dug wherever he could to get the truth, nor did he weary in his search. For him a noxious weed, a La France rose, the

woolly aphs and a stool of wheat had equal interest, and he tried to teach how to exterminate enemies and improve friends. Jerry wrote naturally. He knew nothing of the tricks of writing for effect. When he manufactured a story, the very simplicity of it made it go. Up to six years ago when he had a fall from a street car and suffered concussion of the brain, which impaired his faculties, Jerry could invent more good stuff in a day than an average reporter with a roving detail could gather in a week. Every bit of it was readable, most of it excellent. He very seldom contributed to the waste basket. Jerry had prodigious industry. No day was too long and no distance too great when news was to be obtained. He was ever careful of his facts. In and out of the office he was 'Old Reliable.' Jerry was an omniverous reader and remembered. He knew intimately the 'Hundred Best Books' and the other two or three hundred equally good in the Portland library. After he had finished his day's work, which for years ran far into the night, he refreshed himself and added to his store of knowledge by association with masters, ancient and modern. His favorites were Herbert Spencer and Kipling. All his work was, of course, impersonal, for he served at a time when it wasn't the fashion for staff members, correspondents and contributors to sign their matter. If that had been the custom in his day, Jerry would have been more widely known than any other newspaper man in the Pacific northwest with the one conspicuous exception—the editor of the Oregonian." It is these qualities indicated above that gained Mr. Coldwell a firm hold on the affections of his friends and causes his memory to be cherished by all who knew him.

ALEXANDER HAMILTON.

Millions live and die in the overpopulated countries of the old world with scarcely no possibility at all of improving the condition in which they were born. Other millions have severed the ties that bound them to their old homes, and, braving the ocean and the dangers of many months' journey across the continent to new scenes among strangers, have built up a home and established a family in the northwest in a land of promise and of plenty. Among those who succeeded in the face of many obstacles and who has left an honored name as a lasting heritage may be named Alexander Hamilton. He passed from the scene of his labors at Portland twenty years ago, but his children and grandchildren will ever have cause to remember him as a kind parent and a respected and public-spirited citizen, whose influence for good will continue even after new generations have appeared upon the scene.

Born in Ireland, in 1814, he was educated there and entered the mercantile business. In the old country he was married and there his wife died, leaving three children. Margaret Ann, now Mrs. Stevens, of California; Alexander, now deceased; and Thomas, living in Denver, Colorado. Mr. Hamilton was not a man to be long satisfied with conditions such as prevailed on the Emerald isle sixty years ago. He longed for more favorable surroundings, at least for his children, so he joined the tide that sought freedom and opportunity in America. He stopped for a time in the east, but in 1852 crossed the plains with his children to Oregon, taking up his home in Portland, which, as a business man, he regarded as the most favorably located city in the state, and which he believed would become a metropolis of the Pacific. The development of years have proven the truth of his conclusions. He was one of the early merchants of the city, conducting business for a number of years in partnership with Mr. Stansbery. He was also a successful street contractor in the early day and became prominently connected with the Masonic order. He died at the age of seventy-six, in 1890.

In Portland, Mr. Hamilton was married to Miss Christina Chandler, who came with her parents from the east and located in this city. Six children were born of his second marriage: Asa; Hosea; Emily, mentioned below; Wilson, now deceased; Elsie; and Ernest, now deceased. Mrs. Hamilton departed this life at Portland, in 1890, at the age of forty-seven years, leaving a devoted family and many friends to mourn her departure.

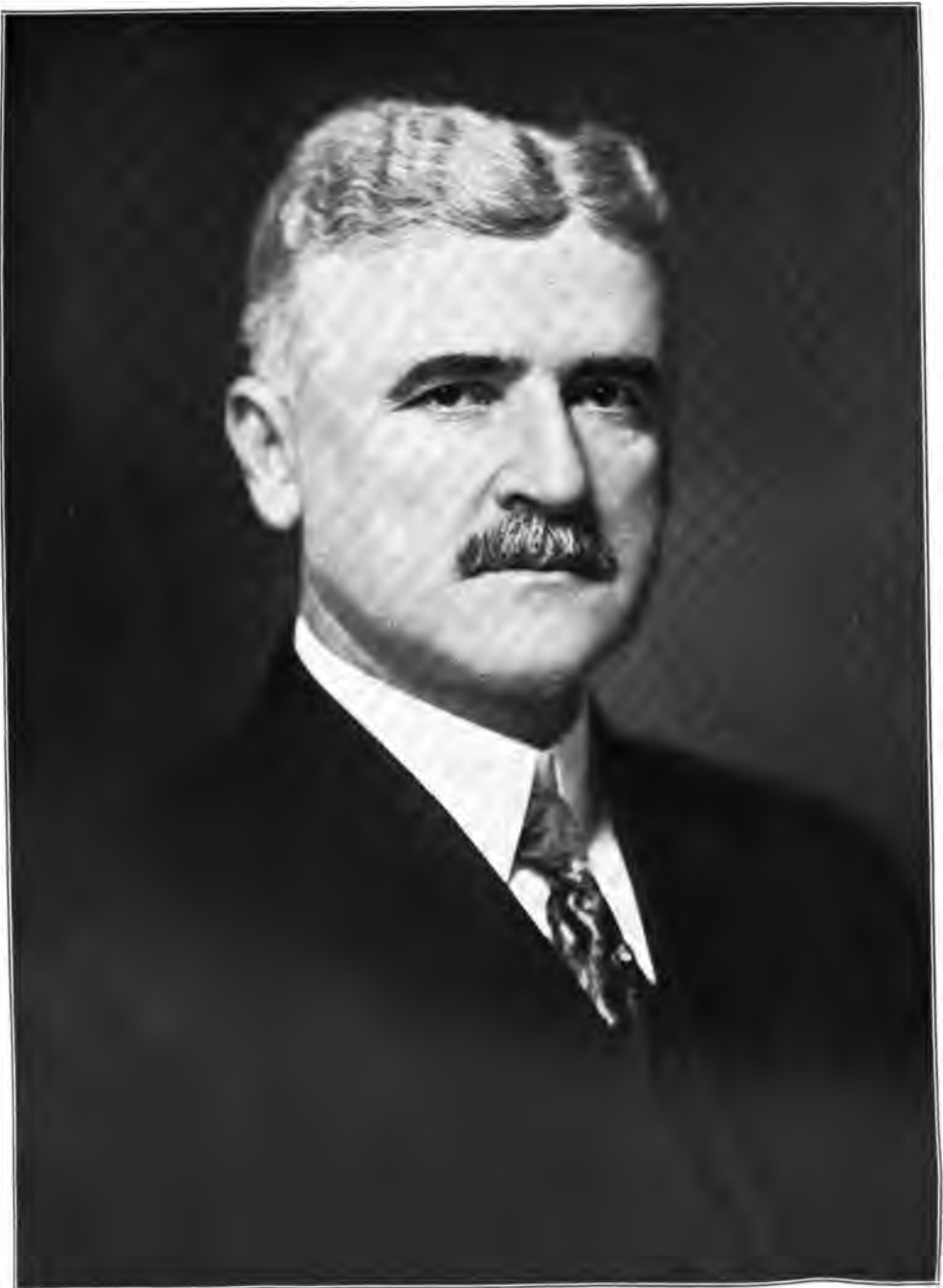
Emily, the first daughter and third child of Mr. and Mrs. Hamilton, is the wife of Wilson F. Hume, a leading attorney of Portland, to whom she was married December 25, 1882. One daughter was born to this union, Margaret, now living in San Francisco. Mr. Hume is a native of California, born at Placerville, October 20, 1861. He attended the public schools at Placerville and later was graduated from Wabash College, Indiana. When about eighteen years of age he came to Portland and became the private secretary of Senator J. N. Dolph. He was admitted to the bar in 1880 and for some time practiced in partnership with J. Finley Watson and Edward Watson. He served as deputy district attorney and later was elected as district attorney, serving for two terms with great acceptance to the courts and the people. He has also occupied a seat in the state legislature and is prominently identified with the councils of the republican party in the state of Oregon. Mr. Hume is a member of the Knights of Pythias and of the Masonic orders, having taken the degrees of the blue lodge, chapter, council and commandery. As will be seen by the above record, Mr. Hume has fairly demonstrated his ability as one of the foremost men of Portland. He is a lawyer whose voice is always heard in behalf of what he feels to be to the best interest of the community and one whose opinions are found worthy of respect even by his political opponents.

LUTHER E. CROWE.

Portland as the metropolis of the northwest coast has attracted many of the brightest business men of the country—men of ambition and discernment whose minds are capable of grasping problems as they arise and who are always found in the front in anything they undertake. To this class belongs Luther E. Crowe, who is identified with the automobile business in this city. He was born in Nova Scotia, Canada, in 1858, and at the age of eight years went with his parents to California and was reared and educated at Centerville near San Jose. After laying his text-books aside he entered the railroad business and learned telegraphy, being employed for some years as station agent at various points for railroads in California, Oregon and Montana.

In 1880 Mr. Crowe resigned his position at the key and came to Portland and was placed in charge of the electrical blasting for the Oregon Railroad & Navigation Company under J. L. Hallett, superintendent of construction for that road and the Northern Pacific, operations being conducted between The Dalles and Portland. His next position was in Montana in the same line of work under Julius Theilsen. He then went south to California for a time but soon discovered that the northern country held out inducements which older settled regions could not present. He therefore returned to Oregon and became station agent at Hood River for the Oregon Railroad & Navigation Company. Retiring from this position, he purchased the hardware business of Abrahms & Stewart at The Dalles, Oregon, and after building it up to a substantial basis sold out to the Walther Williams Hardware Company in February, 1905.

Having in the meantime married, Mr. Crowe now set out with his wife upon an extended tour of the United States and Canada, which occupied an entire year. In the course of this trip he made many interesting observations, among which was the phenomenal growth of the automobile business and its possibilities as a permanent investment. Returning to Portland as his home, he became



L. E. CROWE

associated with A. A. Graham and in 1907 they bought out the Cook Motor Car Company and operated under the title of the Crowe-Graham Motor Car Company. In 1908 he sold out his interest to Mr. Graham and with H. A. Burgess established the Crowe Auto Company, which has the exclusive agency for the Marion automobile and the Oldsmobile. The firm maintains a completely equipped sales department and repair shop and its receipts from the beginning have been highly gratifying, not only to the members of the firm but to the manufacturing companies they represent.

In 1887 Mr. Crowe was united in marriage to Miss Eunice Mays, a daughter of Judge Robert Mays, of The Dalles. Mr. Crowe is actively identified with the Knights of Pythias and is past chancellor of Friendship Lodge, No. 9, of The Dalles. He is also past exalted ruler of the Benevolent and Protective Order of Elks Lodge No. 303, at The Dalles. In politics he is a republican and while living at The Dalles he rendered efficient service as member of the city council. He is an energetic and prosperous business man, who has seen much of the world and has the spirit of independence that would enable him to make his way anywhere. Although he has engaged only a few years in the automobile business he has gained a large patronage, proceeding as he always does upon the principle that "honesty is the best policy" and a friend made in business is equal to an additional investment of cash capital. Gentlemanly and courteous, he is capable and efficient in anything he undertakes and the positions of honor he has held in fraternal organizations is evidence of the esteem of his associates. He is a citizen who even under the stress of adverse circumstances, should such occur, may be depended upon to uphold his name and the interests he represents with dignity and honor.

MARION EDWARD McIRVIN.

Marion Edward McIrvin is a representative of one of the families early established in the Columbia river valley. He was born in Putnam county, Missouri, July 31, 1860, and came to Washington with his father across the plains, making the long and tedious journey which at length brought the family to Clarke county, Washington, where he was reared and educated. After putting aside his text-books he engaged with his father in the lumbering business near the Chehalis river for three years and in 1883 he turned his attention to agricultural and commercial pursuits, purchasing in that year forty-one acres of land, including the present site of Felida. This land he cleared and thereon built a store and conducted a general merchandise business for fourteen years. In fact he became the founder of the town of Felida, named the place and through his influence the railroad station which was there established was also called Felida. Mr. McIrvin was appointed postmaster under President Harrison and continued to fill that position until 1904, when he disposed of his mercantile interests there and built his present residence. While conducting his store he set out an orchard of fifteen acres and became an active factor in developing the fruit raising interests of this locality. For the past three years he has been connected with the salmon fisheries, purchasing fish traps at Chinook, Washington.

In March, 1882, Mr. McIrvin was married to Miss Etta May Lewis, of King county, Washington, and they now have seven living children: Harley A.; Elsie, the wife of Fay Davis, of Felida; Eldon; Ethel, the wife of Hugh Miller, of Vancouver; Earl; Vernie; and Clyde. They also lost a son, Lloyd, who was the seventh in order of birth.

Mr. McIrvin is well known in various lodges, holding membership with the Elks at Vancouver, the Red Men of Felida, the Odd Fellows lodge at Felida and the encampment at Vancouver, while he is also a member of the Grange of

Felida. It is characteristic of Mr. McIrvin that he carries forward to successful completion whatever he undertakes. In this he seems dominated by the resolute spirit and unflinching purpose which characterized the early settlers who, coming to the west in pioneer times, have reclaimed this region for the purposes of civilization and through its cultivation have made it a rich and prosperous district of the country.

CHARLES M. MENZIES.

Charles M. Menzies, a well known electrician now in the automobile business in Portland, was born in this city, January 7, 1875, a son of James W. and Laura (Harlow) Menzies. The father was born on Sauvie's island, Oregon, August 18, 1850. He continued with his father until he was nineteen years of age and then began for himself as a teamster but at the close of a year in this line of work began farming. He bought one hundred, eighty and one-half acres of land on the Sandy river, fourteen miles from Portland on the base line road. Here he conducted operations of the farm until 1905, when he rented the farm and entered the employ of the Portland Railway Light & Power Company, in which he continued until 1909. His wife, who was a native of Illinois, crossed the plains at ten years of age in 1866. She was a daughter of J. B. Harlow, who was chief engineer of Weigler Mills for many years. Six children were born to Mr. and Mrs. Menzies: Mrs. Idell Hoyt, of Portland; Charles M., the subject of this sketch; Mrs. Lulu Strebin, of Gresham; J. Arthur, of Portland; Laura, of Hot Lake, Oregon; and Maud, deceased.

The Menzies family is of Scottish descent, the American branch having been founded by James Menzies, the grandfather of Charles M. Menzies, who at the age of twenty-one years had acquired such a thorough knowledge of navigation that he brought a vessel around Cape Horn in 1849 and engaged as a filibuster at the time of the Mexican war. He commanded a ship which was owned by Captain Gray. Later, in company with a Mr. Dewitt, he bought the vessel and engaged in the coast trade until the ship was wrecked at the mouth of the Columbia river. Having now had sufficient experience as a seafaring man, he decided to remain ashore and bought six hundred and forty acres of land at the head of Sauvie's island. This land he farmed until 1866, when he removed to the mouth of the Sandy river and set up his home on the spot now occupied by the Union Meat Company. In 1883 he retired to Salem, where he died the same year. He was twice married and left the following children: Mrs. G. W. Bates, of Portland; Mrs. Julia Ambrose, of Bellingham Bay, Washington; James W., the father of our subject, and Joseph S., both of Roslyn, Washington; Mrs. Hattie Davis, of Dawson City, Alaska; Mrs. Nellie Roberts, of Gresham; and Mrs. Alice Parsons, of Alaska.

Reared in a well conducted home, Charles M. Menzies received his education in the public schools of this city, very early showing special talent along scientific lines, especially in the field of electricity, which during recent years has attracted so much attention from young men of the country. He gained a practical knowledge of the application of electricity under the Albina Light & Water Company, with which he was connected for one year. The firm having sold out to the Willamette Falls Electric Light Company, he was identified with the new management until at the end of twelve months he decided to engage in business upon his own account by organizing the Portland messenger service. After having fairly launched this enterprise successfully, he disposed of it and became foreman of the construction crew of the Western Union Telegraph Company. At the end of four years he entered the employ of the Chico Light & Power Company of Chico, California, where he continued for two years. He next was identified as superintendent with the electric light

plant of the Cornacopia Mining Company, where he continued for a year, and from 1901 to June 1, 1909, he was in the employ of the Portland Railway Light & Power Company.

Upon severing his connection with this company Mr. Menzies purchased the agency of the Franklin automobiles, of which he now has exclusive charge for the western half of Oregon and the southern part of Washington. In his new line of business he has been highly successful and he regards the outlook for the automobile in the Pacific coast region as more favorable than ever before in its history. In connection with his business he maintains a commodious garage and a thoroughly equipped repair shop and during the season of 1910 he disposed of forty-five cars in his territory. Mr. Menzies has demonstrated his ability in two important lines of business and, possessing as he does the tenacity which is characteristic of the sturdy race from which he sprang, his career gives probabilities of a brilliant record in the years to come.

In 1902 Mr. Menzies was united in marriage to Miss Winnetta May Rumsey and to them has been born one son, Donald Rumsey. Mrs. Menzies' father, A. L. Rumsey, was a pioneer of Portland and became quite prominent in business and fraternal circles in that city, being the organizer of Hawthorne Lodge, No. 111, A. F. & A. M. Mr. Menzies also holds membership in that lodge and has attained to the thirty-second degree in the Scottish Rite. He belongs to the Benevolent and Protective Order of Elks, the Independent Order of Odd Fellows and the Eastern Star, with which his wife is also connected. She takes a very active interest in the various charities promoted by that organization. In politics Mr. Menzies is a republican and he is actively identified with the Commercial Club, being largely interested in Portland real estate. He is fond of outdoor athletics, but is especially interested in motoring, shooting and fishing.

CLARENCE A. FRANCIS.

In the northwest, to which he came in his infancy, Clarence A. Francis spent his entire life and his history was as the growth and unfolding of the district in which he lived and with which he was closely associated from pioneer days until death ended his life's labor. He was born in the little town of Blackberry, Illinois, April 19, 1851, and was drowned in the Columbia river, near White Salmon, Washington, August 5, 1902. He came with his parents, Samuel D. and Elizabeth (Stevens) Francis, to Oregon in 1852, and grew to manhood on a farm near Oregon City. He came to Portland about thirty years ago and engaged in brass machinist and moulding business, in which he continued until June, 1902, when he was burned out for the second time in his business career.

He had been a resident at Mount Tabor, Oregon, for fifteen years, where his widow and four children now reside. In Portland, on the 23d of September, 1885, Mr. Francis was united in marriage to Miss Sarah Ann Martin, a daughter of Richard and Hannah Rogers Martin. They became the parents of five children, of whom one is deceased. The others are: Clarence E., Helen L., George L. and Sarah A. Mrs. Francis was born in Penzance, Cornwall, England, and came to America with her parents in 1874. Her father was a stonemason and her maternal grandfather, John Rogers, was a Methodist preacher and delivered one of his first sermons in a little church on the edge of a cliff in Cornwall, where John Wesley preached.

Mr. Francis united with the Methodist church when twenty years of age and was known for many years as a leading member. He was one of the truly faithful, always in his place. He claimed to be wholly consecrated to God, and no one who knew him doubted the genuineness of his consecration. Those who knew him but slightly admired his kind and gentle spirit, but those who knew

him intimately loved him. He was known as a straightforward man in every way and his word was the same as his oath.

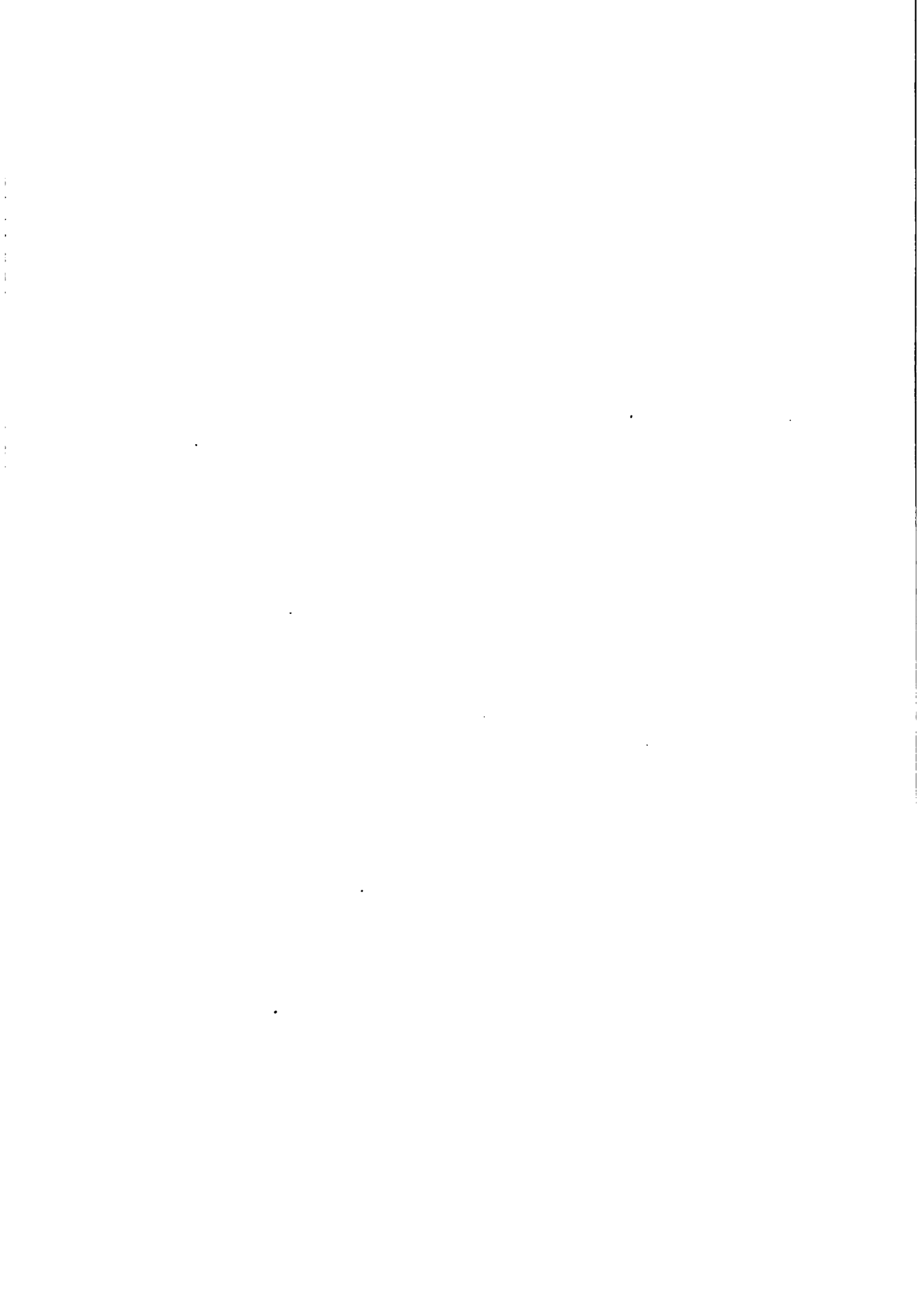
His religious belief was evident in his business relations as in other phases of life, making him a most reliable business man whose integrity was ever beyond question. He served in the church as class leader, Sunday school superintendent, trustee and choir leader and as school director of the Mount Tabor schools. It was befitting a life so faithful and true to God and man that it should be closed on earth in an act of true benevolence. He lost his life in an effort to save two boys from drowning. His whole life was one of sacrifice for the good of others.

RICHARD HILLARD HURLEY.

Starting in life on his own resources at the age of fourteen years, Richard Hillard Hurley had a varied experience covering a long apprenticeship to the machinist's trade in New York city, silver mining in Mexico, a trip around Cape Horn to San Francisco, identification with industrial interests in California and then in Oregon City until the floods drove him to abandon his business interests there and take up assaying in Idaho. Later, however, he returned to Oregon to make his home here until his death.

He was born on the 30th of March, 1830, in Montreal, Canada, of the marriage of Eugene and Emma Hurley, who in his early youth removed with their family to Oswego, New York. When fourteen years of age a spirit of adventure prompted Richard H. Hurley to run away from home and he made his way to New York city, where he joined an uncle. There he was bound out to learn the machinist's trade, at which he served an apprenticeship until twenty-one years of age, gaining a thorough knowledge of that business. On attaining his majority he made his way to Mexico, where he was employed in the silver mines in the region of Guatemala until 1851. The possibility of finding something better farther on prompted his various removals and from Mexico he went to San Francisco, where he remained for a short time and then proceeded to Oregon City in 1857. There, in connection with a man by the name of Rossi, he conducted a foundry and machine shop, building machinery for the marine works at that place.

It was while living there that Mr. Hurley made arrangements for having a home of his own by his marriage on the 17th of November, 1858, to Miss Mary A. McCarver, a daughter of General M. M. McCarver and Mary Ann (Jennings) McCarver. The latter was a sister of Colonel Berryman Jennings, who was the first grand master of the Masonic fraternity in Oregon. General McCarver was one of the Oregon pioneers of 1843. In the '30s he had been one of the founders of the city of Burlington, Iowa, and in 1831 and 1832 he had participated in the Indian war against the Sac and Fox Indians in Illinois. He came to Oregon, as previously stated, and in 1849 was in Sacramento, California. He was connected with the commissary department in the Indian war in Oregon in 1855-6 and in 1868 he went to Tacoma, Washington. As an Indian fighter, as a builder of towns, having been the founder of Sacramento and Tacoma, as a pioneer in various connections he contributed largely to the upbuilding of the different sections in which he lived, aided in planting the seeds of civilization and in promoting the work of progress that followed the initial labors of the frontier settlers. General McCarver came west in 1843, and his wife came across the plains in 1845, at which time they took up their abode in Oregon City, for Portland then had no existence. The house in which they later lived was built in 1850 from material which was brought from Maine around Cape Horn. It had all been joined and fitted up in New England and after it reached this state was put together. That house is still standing, being one of the pioneer landmarks of





RICHARD H. HURLEY



MARY A. HURLEY

Oregon City. General McCarver devoted his life to farming in the northwest. That he was regarded as one of the most prominent men of his day is indicated in the fact that three apples were named in his honor, being known as McCarver's Favorite, McCarver's Premium (sweet) and McCarver's Seedling. The General was a most public-spirited man and his life was at all times a force for good as well as for general development in the communities in which he lived. He was the father of eleven children. Of the six children born of his first union all died in infancy except Mrs. Hurley and her brother, Thomas Jennings McCarver, who died about 1880. By his second marriage General McCarver had five children, two of whom are living: Mrs. Thomas Prosch, of Seattle, Washington; and Mrs. W. H. Harris, of Tacoma.

Following his marriage Mr. Hurley remained at Oregon City for about four years but high waters prevailed in the fall of 1861 and the spring of 1862 and everything he had, including three buildings, was washed away. Discouraged by the condition brought about by the floods, he gave up the business of the foundry and machine shop and studied assaying and in the spring of 1862, after the flood had somewhat subsided, he made his way to Lewiston, Idaho, where he established an assaying office. There he was more fortunate in his business ventures and continued at that place until 1873 or 1874, when he returned to Portland. After a brief period, however, he made his way to a place called Price, in Crook county, Oregon, where he was prospecting, remaining there until the time of his death, which occurred in 1905. His remains were laid to rest in the cemetery at that place.

Unto Mr. and Mrs. Hurley had been born seven children: George Jennings, now a resident of Loomis, Washington; Minnie, the wife of Fred Terry, of Coronado, California; Anna, the wife of J. L. LeRoy; Carrie, the wife of Justin Pease, of Risley Station; Loleata, the wife of A. E. Labowitch, of Risley Station; Belle, who became the wife of George Cavaline and died February 3, 1910; and Elmer S., who was a soldier in the United States service and was stationed in the Philippine Islands as a member of Company D, Fourteenth United States Infantry, until his death, which terminated an illness on the 2d of July, 1908.

Mrs. Hurley, who was born in Lowell, Iowa, on the 15th of December, 1842, was but an infant when her parents crossed the plains. She acquired her education largely in Oregon City and in the old Portland Academy, which then stood on Seventh street near Jefferson and was under the management of Dr. Kingsley, a Methodist minister. At Oregon City she was a pupil of Judge Shattuck and she studied music under Miss Zeeber, a well known teacher of that day. She is a prominent member of Martha Washington Chapter of the Eastern Star of Portland and is popular in the social circles of the city, where she has many friends. She is a representative of one of Oregon's oldest pioneer families and has been a witness of the growth and development of the state for sixty-seven years.

MRS. MINNIE FRANKLIN.

Among the women of the northwest who are making an enviable success as fruit raisers may be named Mrs. Minnie Franklin, who resides on a well kept ranch near Vancouver and in the management of her affairs displays a knowledge of farm operations that one would scarcely expect except from a person whose lief had been passed on the farm under most favorable conditions.

Mrs. Franklin is a native of Iowa, born in 1863, and when three years of age removed with her parents, William and C. C. Smiley, to Missouri, where she was reared. She was educated in the public schools, and in 1880 was united in marriage to Francis M. Franklin. She came west with her parents in 1883 to Vancouver and there spent the winter, but returned to Arkansas the following spring,

where she continued for two years. At the end of that time she came again to the coast and spent two and one-half years at Vancouver.

Mr. Franklin was a timber cruiser and about this time was engaged by a Boston firm to visit Nicaragua, Central America, for the purpose of selecting and getting out mahogany and Spanish cedar for shipment to New England. Mrs. Franklin accompanied her husband upon the trip, returning to Washington at the expiration of two and one-half years. A year later he again went to Central America and remained for two years and a half, after which he again became a resident of Vancouver, making his home there until his death June 20, 1906. One son was born to Mr. and Mrs. Franklin W. Curry, who is now engaged in business in Portland.

Since her return to Vancouver, Mrs. Franklin has engaged in farming and fruit raising and had a beautiful prune orchard of twenty-one acres. Recently nineteen acres of the orchard were reset with the English walnut, which promises to be one of the important crops of this region. She also has a farm of one hundred acres on La Center road, north of Vancouver. This farm is under lease and has growing upon it a fine orchard of eighteen acres in prunes.

The success of Mrs. Franklin in her chosen calling is due to a spirit of independence and courage with which she was endowed and a practical knowledge of agricultural pursuits which she acquired in the course of her earlier life. She is a woman of tact and unflagging industry, and one of her strong characteristics is the laudable desire to make herself a useful member of the community. That she has succeeded is the verdict of all who visit her farm and observe the air of comfort, neatness and order that everywhere prevails.

JOHN HONEYMAN.

John Honeyman, deceased, senior member of the firm of John Honeyman & Company, proprietors of the City Foundry & Machine Shops, Portland, was born in Glasgow, Scotland, on the 12th of August, 1815. He was descended from a family of mechanics, and very naturally adopted the trade with which his ancestors had been identified for several generations familiarizing himself with the occupation of a molder under the direction of his father in Glasgow. He emigrated to Canada in 1831 and there completed his apprenticeship in the foundry of Bennet & Henderson at Montreal. After four years of faithful service he continued work as a journeyman until 1836. In that year and the following he served in the militia during the Canadian rebellion, and when peace was restored he removed to Quebec, acting as foreman in the Tweedle foundry until 1841. Subsequently removing to Kingston, he there worked as foreman until 1846, when, in partnership with C. H. Jenkins, he established the Ontario foundry, disposing of his interest therein to his partner in 1848. He next established the Vulcan foundry, operating the same until 1860. In July of that year he disposed of his interest therein and, accompanied by his son, William B., started for Colorado. They traveled by railroad to St. Joseph, Missouri, thence by overland stage to Denver—a distance of six hundred miles. After a few months spent in erecting and operating a sawmill at Cañon City, they engaged in mining in California Gulch, near Leadville, until July, 1862. They then traveled with an ox team to Oregon, arriving at The Dalles in December, and thence by steamer to Portland, where they landed on the 23d of December, 1862. Mr. Honeyman secured work in the Oregon Iron Works, and there remained until June, 1863, when he went to Boise basin, following mining there and in other Idaho camps for several years.

Mr. Honeyman was married on the 6th of May, 1836, to Miss Eliza Levitt, who died on the 9th of October, 1866. They had a family of ten children, two of whom died in infancy. The oldest son, David W., died in his twentieth year,



GENERAL M. M. McCARVER

while the oldest daughter, Mrs. J. S. Lohead, died in her sixty-ninth year. Six children still survive, namely: John A., of Vancouver, British Columbia; Mrs. W. Collier of Seattle; Mrs. E. C. Niedt of San Diego; William B., Ben F. and Mrs. Robert Collier of Portland. On the 18th of August, 1875, Mr. Honeyman wedded Miss Mary A. Collier, who survived him two years, her death occurring March 7, 1900.

In 1867 Mr. Honeyman returned to Portland and brought his family from Kingston, Canada, for permanent settlement. He followed his trade until 1871, when he established the City Foundry & Machine Shops, having built up a good business when the fire of August 2, 1873, destroyed the plant. That misfortune proved but a temporary embarrassment, however, as a new building was erected in five days, and nine days after the fire a heat of several tons of castings was run off. The firm of John Honeyman & Company consisted of the subject of this sketch and his sons, John A., William B. and Ben F. They did a profitable and extensive business in building grist and sawmills, engines and boilers, structural iron work and steamboat machinery. In 1885 the firm was dissolved, John Honeyman and Ben F. Honeyman continuing the business until the death of the former, which occurred on the 4th of September, 1898. Surrounded by his family and his faculties unimpaired to the last, he peacefully passed away. Mr. Honeyman was a lifelong Presbyterian and a ruling elder in the Calvary Presbyterian church. He was likewise a charter member of St. Andrew's Society. By strict attention to business and honorable methods he won the regard and esteem of a large circle of acquaintances.

EDWARD C. MEARS.

Edward C. Mears, whose name has long been known in connection with financial interests in Portland and who is now conducting an extensive brokerage business, operating in Pacific coast timber and bonds, was born in San Francisco, California, September 21, 1870. His father, Colonel Frederick Mears, U. S. A., served in the army for over thirty years and died in the service in January, 1892. The son was naturally interested in military affairs and acquired a portion of his education in Shattuck Military School at Faribault, Minnesota, from which he was graduated in the class of 1886. He afterward continued his education in the College of the City of New York, of which he is an 1892 alumnus. He has been a resident of Portland since 1893 and for fifteen years was identified with banking in this city, serving as the first cashier of the Lumbermen's National Bank and also as receiver for the Title Guarantee & Trust Company. He is now engaged in the brokerage business with a large clientele whom he represents in investment in Pacific coast timber and bonds. It would be difficult to find one more thoroughly informed concerning timber resources and their value in this part of the country or who has more intimate and accurate knowledge concerning commercial paper.

On the 9th of February, 1895, Mr. Mears was married in Portland to Miss Antoinette Prescott, a daughter of C. H. Prescott, who was at one time general manager of the Oregon Railroad & Navigation Company, associated with Henry Villard and T. Oakes. He was likewise vice president of the Northern Pacific Railroad Company and was one of the most prominent factors in railway and transportation circles up to the time of his death, which occurred on the 7th of August, 1905. Mr. and Mrs. Mears have two daughters, Antoinette and Georgianna B.

Mr. Mears has an increasing military chapter in his life record, covering eight years' service as adjutant of the Third Infantry Regiment of the Oregon National Guard. He is a member of the Military Order of the Loyal Legion and has served as junior vice commander of the local chapter. His political alle-

giance has always been given to the republican party since age conferred upon him the right of franchise. His social nature finds expression in membership in the Arlington and Waverly Golf Clubs, and he is often found where the most intelligent men of the city gather in the discussion of important financial, municipal or national questions and while yet a comparatively young man is recognized as a citizen of influence in Portland, where his business career has given proof of his worth, his adaptability and his unflagging enterprise. He is prominent among those who, handling large financial interests, are thus contributing indirectly but largely to the development and upbuilding of this wonderful section of the country.

MRS. SARAH JANE ANDERSON.

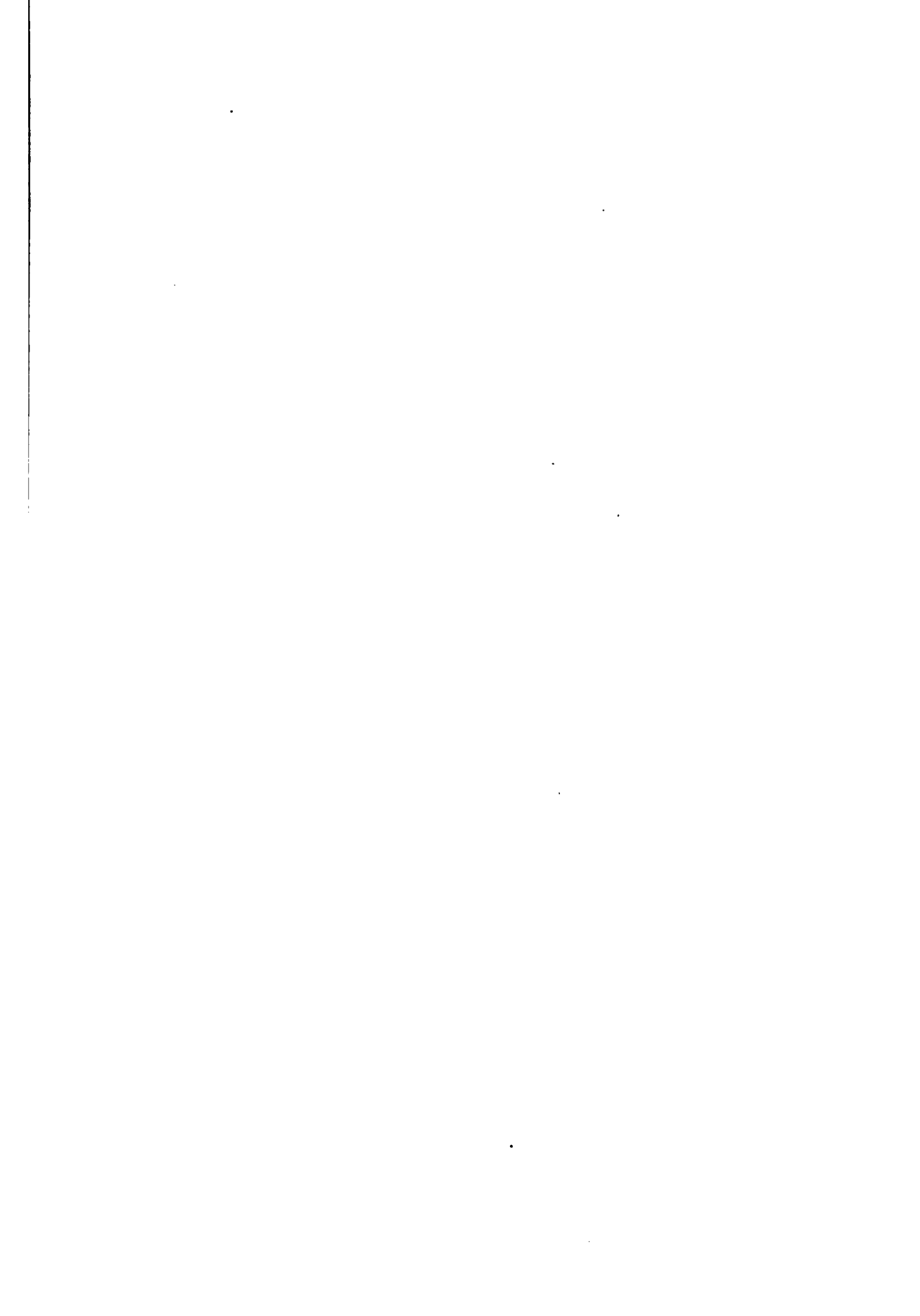
Among the early pioneer women of the Pacific coast country, Mrs. Sarah Jane Anderson occupies an honorable place. Sixty years ago her eyes first rested on the beautiful valley of the Columbia river and in all the time that has since elapsed she has been an interested spectator of events and has performed her duty in a great work whose results are to be witnessed today in prosperous citizens and countless happy homes.

Mrs. Anderson was born in New York state, fourteen miles from Ballston Spa, a daughter of Moses and Elizabeth (Welden) Sturgis, her father being a native of England and her mother of New York state. Mr. Sturgis possessed the pioneer spirit and went west with his family to Illinois and in 1847 joined a brave party of emigrants, who left the Mississippi river with a train of thirty-three wagons and a good equipment of oxen and horses for the wearisome trip to the Oregon country. This was the same year in which Brigham Young led his party of Mormon emigrants to Salt Lake and also a year of great privations on the part of many of the hardy adventurers, who braved every danger in order to establish themselves independently under more favorable surroundings than they had been accustomed to in the east. The party crossed the Laramie river at Fort Laramie, but experienced some difficulty at Snake river and there the father of Mrs. Anderson met his death by drowning. Mrs. Sturgis now found herself facing a new and unexpected situation, but bravely taking courage she came as far as the Willamette river, stopping at Portland, which was then a feeble settlement in a thick forest, consisting of seven log houses and a rude building which was known as the store. After a stay of three months at Portland, Mrs. Sturgis moved up the river to Oregon City and later took up her residence in the vicinity of Vancouver, where members of the family have ever since lived. Here she was married to Moses Kellogg, who had accompanied the same party across the plains. Mr. Kellogg bought a land claim of Henry E. Fellows and the family took up their residence thereon. About the same time the United States government began building barracks in the vicinity, which later became a noted fort. The country was thinly inhabited and the home of Mr. and Mrs. Kellogg extended a generous hospitality to travelers passing through the country upon business or pleasure. The family later removed to Linton after having sold the ranch, but they have never received any payment for it, as the man to whom it was sold was murdered. Many were the dangers which surrounded the early settlers and one day while on business near Portland Mr. Kellogg was drowned and a second time the mother of the family found herself bereft in a strange land. She removed to Vancouver and there married Thomas Davis, who came to Oregon in 1849. After living two years at Vancouver, the family took up their residence at The Dalles, where the mother continued until she was called to her final rest.

In 1851, in Oregon, Sarah Jane Sturgis was united in marriage to William Reese Anderson, who was a pioneer of 1849. After living below Linton for two



SARAH J. ANDERSON



years he took up a donation claim of six hundred and forty acres near Vancouver and here the family has continued to live, except at short periods, ever since. Mr. Anderson died October 25, 1902, at the age of eighty-two years. He was an industrious man, of kind-hearted and sympathetic nature, and was highly respected by his neighbors and friends. During recent years portions of the original claim have been sold off as the land increased in value and the family now retains about sixty acres which is highly improved and yields abundantly.

Fourteen children came to bless the home of Mr. and Mrs. Anderson, eleven of whom are yet living: Charles, a resident of Vancouver, who has eleven children and five grandchildren; William, also of Vancouver, who has five children; Marilla, now Mrs. Edward Brandon Gardner, who has one child; Edward, of Vancouver, who has two children; Estella, the wife of Joseph M. Zambelich, of Astoria, who is the mother of two children; Jennie, now deceased, who was the wife of George Baxter and the mother of one child, Edna Baxter, now living in Portland; George W., of Vancouver, who has three children; Fanny E., now Mrs. George Hausecke, of Vancouver; Asa Alexander, of Vancouver; Audrey Rose, now Mrs. Arthur Kapell, of Rainier, Oregon; and Katherine A. and Robert Lee, both of whom are living at home.

Mrs. Anderson is one of the distinctive women of earlier days yet living, and may be regarded as a link connecting the present with the generation now almost departed. As a mother she performed her duty in rearing a large family and she is now the grandmother of twenty-five children and the great-grandmother of eight children—a record that possibly cannot be duplicated in the northwest. Honored by these younger representatives of a sturdy family and loved by many who have long known of her noble qualities, she retains in an unusual degree the memories of earlier years and regards with deepest gratification the marvelous changes that have brought the comforts and elegancies of life where formerly only the barest necessities were possible. She now enjoys a well earned rest after many years of unselfish service in behalf of others.

JOHN WESLEY JOHNSON.

John Wesley Johnson, the first president of the University of Oregon, was born near the present site of Kansas City, Missouri, March 22, 1836. His great-grandfather, Alexander Johnson, lived in North Carolina, whence he removed to Nashville, Tennessee. His grandfather, John Johnson, was the first white settler of Kansas City, Missouri, where he arrived October 10, 1825. In 1850 John W. Johnson drove an ox team across the plains to Oregon. He was then but fourteen years of age. Their journey was embittered with many privations and sorrows, including the death of his mother and sister, who are buried in unmarked graves in the plains of Nebraska. Charles Johnson, the father of John, upon arriving in Oregon, took up the homestead which is now a part of the city of Corvallis. His nine children necessarily had the hard-working, strenuous life of a pioneer family.

In the boy John the thirst for knowledge was supreme. The opportunities to gratify it in those days were extremely meager. At the age of seventeen John entered the primary class of the district school. He soon outstripped the entire membership of the school, especially in mathematics, for which he had a great natural aptitude. Determining to obtain a college education he borrowed the money necessary for his subsistence. There were no trans-continental railroads to carry him to New England. He, therefore, journeyed on horseback to the nearest port of the Pacific. Then he went by sailing vessel slowly to the isthmus of Panama, which he crossed on horseback. From Panama in order to save money he took steerage passage in a ship that was bound for New York city. At the age of twenty-four he entered Yale College by grace of the faculty

who could not reject one who had come so far, however poorly prepared for admission. Johnson graduated in the front rank of the class of 1862, which contained such men as Franklin McVeagh, Joseph Cook and "Adirondack" Murray. To obtain his college education required five years, four of which were spent in the college and one in the going and returning.

The following from Charles Wright Ely, his Yale classmate, outlines his college life and character ably: "I find it hard to put upon paper what I would like to say and what is due to his memory. It was my privilege to be Johnson's room-mate in senior year. Our friendship had begun in freshman year, when we were somewhat closely associated in society matters, and I had learned to esteem him highly for his sterling qualities of mind and heart. 'Oregon' was modest to a fault, and reserved, even among his intimates. His voice was seldom heard in public, nor did he seek prominence in college social life but was content with a few congenial friends. He was a hard student. Entering college insufficiently prepared, he came out with a standing surpassed by few in his class. Johnson was a man of strong convictions, ready to defend his views, but never inclined to thrust his opinions upon others. He was courteous and deferential in bearing to a marked degree, always ready to accord to others the right he exercised of holding tenaciously to his own opinions. He was markedly faithful in the discharge of every obligation and nothing could swerve him from the path he had marked out for himself. I do not know what the college record tells but am confident it would show that Johnson was always in his place and always 'prepared,' and I doubt not that this is also the record of his subsequent life. Perhaps no classmate commanded more unqualified respect than 'Oregon' Johnson."

His first work on his return to Oregon was as principal of the Baptist College in McMinnville, Oregon, which he conducted with marked ability for four years; and while there, in July, 1865, he was married to Miss Helen Elizabeth Adams, daughter of Hon. W. L. Adams, the collector of customs at the port of Astoria, Oregon.

In 1868 Professor Johnson, having already won a wide reputation for superior ability as an instructor and executive, accepted the position of principal of the Central Public School in Portland, Oregon, and removed, with his family, to that city. He conducted this school with such success that the year following he was tendered the principalship of the high school, in the inception of which he was himself mainly instrumental. The pupils of the present day are taught as a part of the history of Portland public schools that "The Portland high school was founded by Professor John Wesley Johnson, afterward first president of the University of Oregon."

The University of Oregon was organized and founded four years later, and Professor Johnson was called to head its faculty in addition to being professor of Latin. He was president for seventeen years but continued his professorship five years longer, making a total service of twenty-two years. His connection with the university terminated with his death.

His strictness as a college officer joined to kind personal interest in each student, his thorough work and unusually fearless dealing with offenders regardless of their wealth, parentage or social standing, secured exceptional obedience and respect from the students under his charge. It is not possible to overestimate the value of such service as President John W. Johnson gave to Oregon because its results lie beyond complete discovery and identification. He and a few others of like spirit laid the foundations of genuine scholarship and wholesome culture during the long, adverse period of pioneer development.

President Johnson did a really great work in accomplishing what able men too often fail to do, namely, the impressing of all who come under their influence with true ideals and worthy aims. An inherent soundness of moral conviction is the dominating force in all men of his character but what also largely gave him his rare effectiveness was his knowledge of and sympathy with

Oregon and Oregon ideas. He was, in a very genuie sense, of the world of scholarship, but no devotion to abstract learning, no spirit of academic exclusiveness was allowed to separate him from the life of the people about him. He lived and worked with and for his own people and not as the representative of an abstract foreign culture. Kinship, thoroughness, sympathy, in these forces lay the key of a career whose influences were all for good. Hundreds of old students in all parts of the west will honor him and revere his memory while they live, and hand down his name as a legacy to their children.

An old pupil says: "We can do no more than to say that if we have ever acquired any habits of exact study, any desire to thoroughly master a topic, we owe it to President Johnson more than to any other instructor. Five years of almost daily intimacy in the schoolroom, in the church, in private life, as a citizen, and in the home, made us well acquainted with his sterling character and integrity.

President Johnson died of cerebritis at his home in Eugene, September 14, 1898. All his family survive him. Six children were born to President Johnson, as follows:

Herbert Spencer, born October 4, 1866, in McMinnville, Oregon; A. B., University of Oregon, 1887; A. B., Harvard, 1891; Rochester Theological Seminary, 1893; pastor of First Baptist church, Pittsfield, Massachusetts, for six years; for the last twelve years pastor of Warren Avenue Baptist church, Boston, Massachusetts, was married June 21, 1900, to Miss Mary Crane of Dalton, Massachusetts, daughter of James Brewer and Mary Elizabeth Goodrich Crane. They have two daughters, Mary and Helen.

Eugenia Frances, born in Portland, Oregon, May 27, 1869, was married August 24, 1891, to Drew Griffin of Eugene. They have four children, Gilbert, Leone, Elizabeth and Winifred.

Virgil Victor born March 16, 1876, in Portland, Oregon; A. B., Oregon, 1896; A. B., Harvard 1899; Rochester Theological Seminary 1902; pastor for five years of Baptist church, Claremont, New Hampshire; now pastor First Baptist church, Concord, New Hampshire, was married August 4, 1908, to Miss Marion Bolster, daughter of Rev. W. H. Bolster, Nashua, New Hampshire. They have one son, Herbert Bolster.

Esther Elizabeth, born May 19, 1879, in Eugene, Oregon; A. B., University of Oregon, 1901, was married to Bernard Jakway, Portland, Oregon, July 19, 1902. They have two children, John Bernard and Isabel Amy.

Loris Melikoff, born in Eugene, Oregon, August 16, 1882; A. B., Oregon, 1906; A. M., Harvard 1910; is now master of English in Westminster School, Simsbury, Connecticut.

Wistar Wayman, born September 8, 1886, in Eugene, Oregon; A. B., Oregon, 1907, is a Rhodes scholar from Oregon and is now in Pembroke College, Oxford, England.

FRANK BOTEFUHR.

Frank Botefuhr, who is engaged in the wholesale liquor business at the corner of Ash and Third streets for thirty years, was born in Holstein, Germany, April 18, 1845, a son of Daniel and Louisa Botefuhr, both natives of the fatherland. Daniel Botefuhr was a public officer and for many years acted as custom-house collector at the city of Wyk on the island of Föhr. The subject of this review was reared in Glückstadt and there educated in the public schools. He began his business career in the dry-goods trade, but upon arriving at manhood decided to seek a land of better opportunity and in 1868 he came to America.

Mr. Botefuhr found the positions which he was able to fill quite generally occupied in the city of New York and he started west, coming by rail to Nebraska and completing the journey to San Francisco by railroad and stage coach. In

this long and toilsome trip of three thousand miles across the continent many strange scenes met his eyes, but he did not desire to turn back as he had fully determined to cast his lot in the new world. At San Francisco he went aboard a ship bound for Victoria, British Columbia. From that place he went to the mines, where he worked assiduously for about seven months, finding himself at the end of that time destitute of resources as the mines proved a failure. He and his companions started southward and walked a large part of the way to Portland. Here he found employment as a drayman, longshoreman and in a brewery and also as general laborer, but he made little headway financially and in 1871 went to San Francisco, where he was identified with the wholesale liquor business for six years. Returning to Portland in January, 1878, he began business in the old Germania Hall on First street. Three years later he moved to Front street and after a few months located permanently as the first tenant in a new building, where he has since continued.

On January 15, 1876, at San Francisco, Mr. Botefuhr was united in marriage to Miss Helen Nielsen. Six children have been born to this union: Frank, Jr., a promising boy who grew to the age of nineteen and was drowned in the Willamette river in 1898; Bertha; Daisy, who became the wife of A. E. Tyroll, who is in partnership with our subject; Max; Rudolph, who died at the age of two years; and the sixth child who died in infancy.

Mr. Botefuhr is identified with the republican party and has always taken great interest in political affairs, although he has not aspired to public office. He is a man of pronounced social characteristics and is a member of the Benevolent and Protective Order of Elks, the Knights of Pythias, the German Aid Society and the Turners. In 1884 he served as chancellor commander of Germania Lodge, No. 12, Knights of Pythias, but this lodge is now out of existence. He and his wife are the owners of two residences on Twentieth street, a farm of six hundred and forty acres of land at Gresham, this state, and farms of one hundred and sixty acres at Tillamook and twenty-two acres in this county, two miles outside of the city. Mr. Botefuhr by close attention to his calling has accumulated a fortune and is recognized by his associates as a man of strongly marked individuality and one whose judgment in financial matters generally leads to gratifying returns. As a boy in the old country he had dreams of financial independence. He came among strangers in a strange land and, while he has passed through many vicissitudes, he has in a large measure attained the object of his ambition.

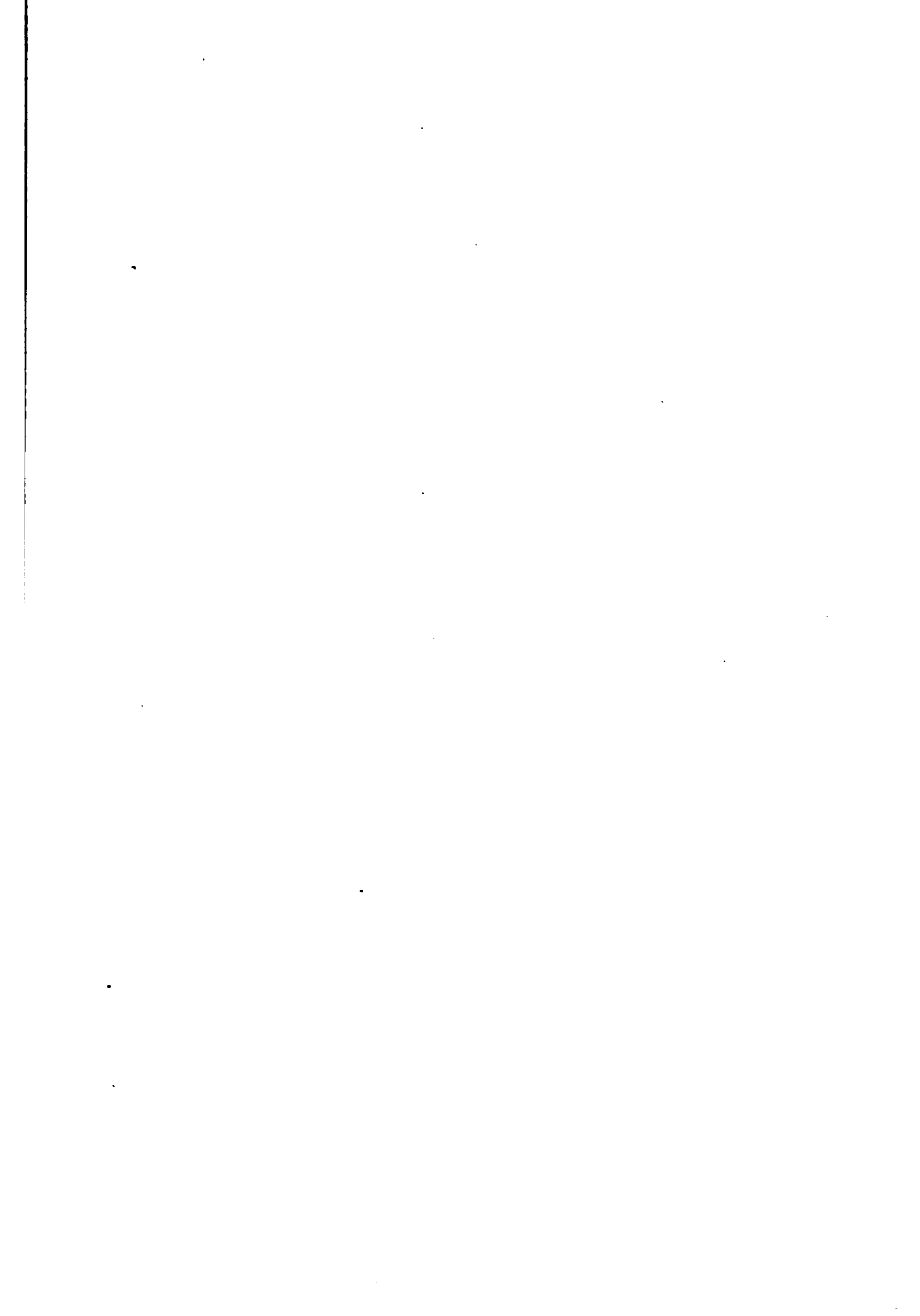
M. JOSEPH CONNOR.

On the list of those who are now making the history of the northwest is the name of M. Joseph Connor, vice president of The Washington & Oregon Land & Investment Company. Those who operate in the field of real estate have much to do with the character of the upbuilding of a section. He who knows the country, its possibilities and its opportunities and can intelligently discuss its resources becomes an effective factor in promoting realty transfers which bring to the district those who desire to conduct business enterprises that contribute not alone to individual prosperity but also promote the general welfare, and thus such a business as Mr. Connor conducts, while having its basis in a personal desire for legitimate profit, becomes one of the foundation stones upon which the later progress and prosperity of a community rest.

Mr. Connor is a native of La Salle, Illinois, born in 1870. His parents, Mr. and Mrs. M. T. Connor, were both of Irish descent. In the public schools near La Salle the son obtained his education and when but fifteen years of age started out in life for himself, learning telegraphy and becoming an operator. Later he entered the milling business, in which he continued for twelve years, operating



M. J. CONNOR



mills in Washington, Alaska, Oregon, California, the Philippines and China, in the employ of various prominent companies, the value of his services gaining him positions of large responsibility. In this connection he not only made substantial progress in the business world but also gained that broad experience and wider knowledge which only travel can bring; gaining an understanding of the different countries which could only be obtained through residence therein. At length he located in Portland, where he turned his attention to the real-estate business, becoming vice president and treasurer of The Washington & Oregon Land & Investment Company, of which J. H. Elwell is the president. As the name indicates they handle property in both states and their knowledge of real-estate values and of the property upon the market enables them to make judicious investments for their clients and to conduct a business of growing importance and of profitable proportions.

Mr. Connor is a member of the Western Association of Old Time Telegraphers and also of the Benevolent and Protective Order of Elks. The adaptability and ready resourcefulness characteristic of his Irish ancestry are his and constitute important features in a business career which has long since placed him beyond the pale of the commonplace in business and upon the highroad which ultimately leads to notable success.

JOHN R. SPURGEON.

A distinctive characteristic of the entire region of the Pacific northwest is that it was very largely settled by pioneers from the states of the Atlantic coast or the Mississippi valley. These intrepid men and women here applied the lessons of self-reliance and unflagging industry that have been most productive of beneficial results in older settled communities and they quickly transformed a wild and rugged country into a pleasing abode for man. The children of the pioneers and later comers from all quarters of the globe are now enjoying the advantages presented through the severe labors of early settlers and in numerous instances are established in homes that they themselves have built as the result of well directed effort and wise forethought that should be one of the elementary teachings in every rightly conducted family.

Among those of the younger generation who have gained a foothold in the wonderful valley of the Columbia is John R. Spurgeon, a prosperous young farmer whose home is near Vancouver. He was born on a farm near Vancouver, November 9, 1882, and is a son of Mathias Spurgeon, a pioneer of 1852, whose record appears elsewhere in this work and who is now living retired at Vancouver, and Olive (Dillon) Spurgeon, also a member of a pioneer family, who was the mother of two daughters and four sons, all of whom are now living.

John R. Spurgeon grew up under the kindly care of loving parents and received a good common-school education and in 1902, at the age of twenty years, began devoting his entire time to the farm and assisted his father for one year. At the end of that period he was associated with H. R. Brooks for one year in farming and then they bought a confectionary store in Vancouver, which they conducted for a number of months. In 1906 Mr. Spurgeon resumed operations upon the home farm, continuing until January, 1910. In the meantime he had purchased twenty acres of land adjoining and he now devotes his attention to his own property, which he has converted into a fruit farm, containing eighteen acres set in prune, apple and walnut trees. This makes quite a valuable property and one that under the favoring conditions of this region is capable of yielding handsome annual returns.

In 1906 Mr. Spurgeon was united in marriage to Miss Julia Scott of Vancouver, a daughter of Mrs. C. T. Scott, and has found in his wife a sympathetic and faithful companion. In the beginning of a promising career and living in a country that has no superior in the world for responsiveness of climate or soil, the subject of this review has the probabilities all in his favor for acquiring an abundance of this world's goods and also the peace and happiness that are synonymous with useful and well directed effort.

CHARLES BARENSTECHER.

Charles Barenstecher, one of the best known and most popular restaurant men of the Pacific coast was for many years prominently identified with that business in Portland, where his death occurred June 26, 1910. He was born at Baltimore, Maryland, on the 5th of July, 1858, a son of Henry and Elizabeth (Eisenhardt) Barenstecher, both of whom were of German lineage. The father was a brewer and for many years carried on business in Baltimore, where his last days were passed. His widow is still living at the venerable age of eighty-two years. Their family included two sons, who reached adult age.

Charles Barenstecher was a pupil in the public schools of Baltimore until thirteen years of age, when the spirit of adventure and the hope of attaining success brought him to the Pacific coast. He made his way first to San Francisco and for a time was employed at the Concordia Club, the fashionable club of that city, and there became acquainted with a number of prominent men. He afterward entered the employ of George Schmitt and later bought out Mr. Schmitt, who was the owner of a fine cafe known as Schmitt's Villa, facing Golden Gate Park. Two years later Mr. Barenstecher disposed of his business in San Francisco and came to Portland, making his home in this city from 1891. Here he became associated with Fritz Strobel, then proprietor of the Louvre Cafe, with whom he had been acquainted for some years. Mr. Barenstecher acted as manager of the cafe for a few months and then became a partner of Mr. Strobel. His connection with the Louvre was marked by the introduction of up-to-date features, and it can be truthfully said that he injected new life into the high class restaurant. He carved out a new policy and added to an excellent menu a warm welcome, and soon the Louvre became the fashionable eating place of Portland. His following rapidly increased; it was a loyal following which he carried with him when rival restaurants were established and a keen competition developed. From a comparatively small place the Louvre branched out until it covered a quarter of a block, being regarded as the finest restaurant of the Pacific northwest for years.

The firm of Strobel & Barenstecher established the Belvedere Hotel which they conducted in connection with the Louvre. The business of the firm was highly successful during the more than sixteen years in which Mr. Barenstecher and Mr. Strobel were associated. Intending to retire, the partners disposed of their interests, but after a year and a half of inactivity they again entered the restaurant business. They purchased what was known as The Tavern and renamed it the Hofbrau, opening it in the summer of 1908. Being expert managers, their name was a sufficient guarantee to high class trade, and the Hofbrau sprung into immediate popularity, even exceeding the palmy days of the Louvre. At the Hofbrau Mr. Barenstecher could always be seen. Early or late he could be found walking from table to table, talking with his patrons, looking after their comfort and manifesting an interest that was not only businesslike but sincere. About the time of his death the Evening Telegram said in part: "Of all the restaurant men of Portland no one ever impressed his personality upon the patrons so closely or came in such close contact with the guests. Barenstecher was everywhere, all over the place of business all the time. Other man-

agers keep in the office or watch the register, but Barenstecher was a natural mixer and he brought trade and kept it. It was a perfect welcome he gave every one, at noon and in the evening, and his circle of acquaintances ranged up into the thousands, and these will all regret his death." His acquaintances soon became his friends and included not only the leading citizens of Portland, but the traveling public and tourists of the Pacific northwest.

Mr. Barenstecher was a boniface of the old school, a host who made his guests and patrons feel that they were welcome and at home. Added to a most pleasing personality, he possessed the rare faculty of remembering both faces and names. If once he met a man he remembered the name and could recall it instantly months or years later. He knew the name and face of almost everyone in Portland who visited the first-class restaurants. Had he desired a political career he would have won success and honor therein, for he had the unusual gift of winning friends quickly and retaining their regard. The Evening Telegram said: "Not even could Congressman Binger Hermann give a more genial and hearty handshake." With "Charley," as he was always known, the handshake was an art which he had assiduously cultivated to the point that the recipient felt its sincerity.

For more than a year Mr. Barenstecher's health had been slowly undermined, due probably more than anything else to his long hours at business as well as the very close attention he gave to his business affairs. He was urged to retire, but declined to do so until his weakened condition compelled cessation from labor. The death of Mr. Barenstecher occurred on the 26th of June, 1910, and his remains were interred in Riverview cemetery. He was a leading member of the Benevolent and Protective Order of Elks and also held membership in the Catholic church. In politics he was independent, voting for measures which he deemed essential to the general welfare and for the candidates whom he thought would best conserve the public good.

On the 12th of November, 1890, in San Francisco, Mr. Barenstecher was united in marriage to Miss Effie Fey Dackerman, a daughter of Conrad and Caroline (Fey) Dackerman, the former a native of Germany and the latter of Paris, France. The father died in Chicago, in which city the mother is residing after a residence of nearly fifty-five years. Mrs. Barenstecher was born in Chicago and when eighteen years of age went to San Francisco, where she was married. Two children were born of this union: Viola, who is a graduate of St. Mary's Academy of Portland and is now a student of the National Park Seminary at Washington, D. C.; and Herbert Charles, born April 30, 1893, at home.

M. SELLER & COMPANY.

The firm of M. Seller & Company is one of the largest in the west devoted to the jobbing and importing of crockery, glassware, tinware, stoves and house furnishing goods. They occupy eight floors for offices, showrooms, etc., at the corner of Fifth and Pine streets in Portland, and have large warehouses at Thirteenth and Kearney streets, directly on the tracks of the transcontinental railroads. The business was established in 1859 by Moses Seller, who still remains the senior member of the firm, and is financially interested in it. He, however, is not now active in the management, but makes his home in Frankfort-on-the-Main, Germany, the land of his birth, having charge of the European offices of the firm.

Mr. Seller was a pioneer of 1852, crossing the Atlantic and coming to Oregon in that year. He established himself in a general merchandise business in Corvallis, and in 1859 moved to Portland, opening a wholesale crockery, glassware and house furnishing business at Front and Stark streets, then the center

of Portland's business district, little realizing that the enterprise would grow and develop to its present great dimensions. His watchfulness of details, progressive methods and extraordinary foresight kept the business constantly expanding until it became necessary to secure enlarged quarters, when the stock was removed to Front and Burnside streets, where business was continued until further demands for room compelled a change to the present splendid location at Fifth and Pine streets.

The firm today covers probably the largest field in area of any house in its line in the country, and is one of the great wholesale enterprises of the northwest. The wants of the trade are not only met by the original house at Portland, but are cared for by large branch establishments, one at Seattle and one at Spokane, Washington. These branches were both established in 1889, just on the eve of the remarkable growth of that territory, and both have kept abreast of the development in their respective trade fields. The business is not incorporated, but is a partnership concern, the members in addition to Moses Seller being Phillip Lowengart, F. M. Seller and Sanford Lowengart. Phillip Lowengart, the manager, who has long been interested in the concern, is a keen, far-sighted business man of the most up-to-date school. F. M. Seller, who is active in the management, is a son of Moses Seller. He is a native Oregonian, having been born and reared in this state. The junior member, Sanford Lowengart, is a son of Phillip Lowengart. The business policy of the house will bear the closest investigation, and is fair and liberal to a degree; and the development achieved in fifty-two years in this city has been the result of this policy, coupled with close application, perseverance and the ability to grasp opportunities as they have presented themselves.

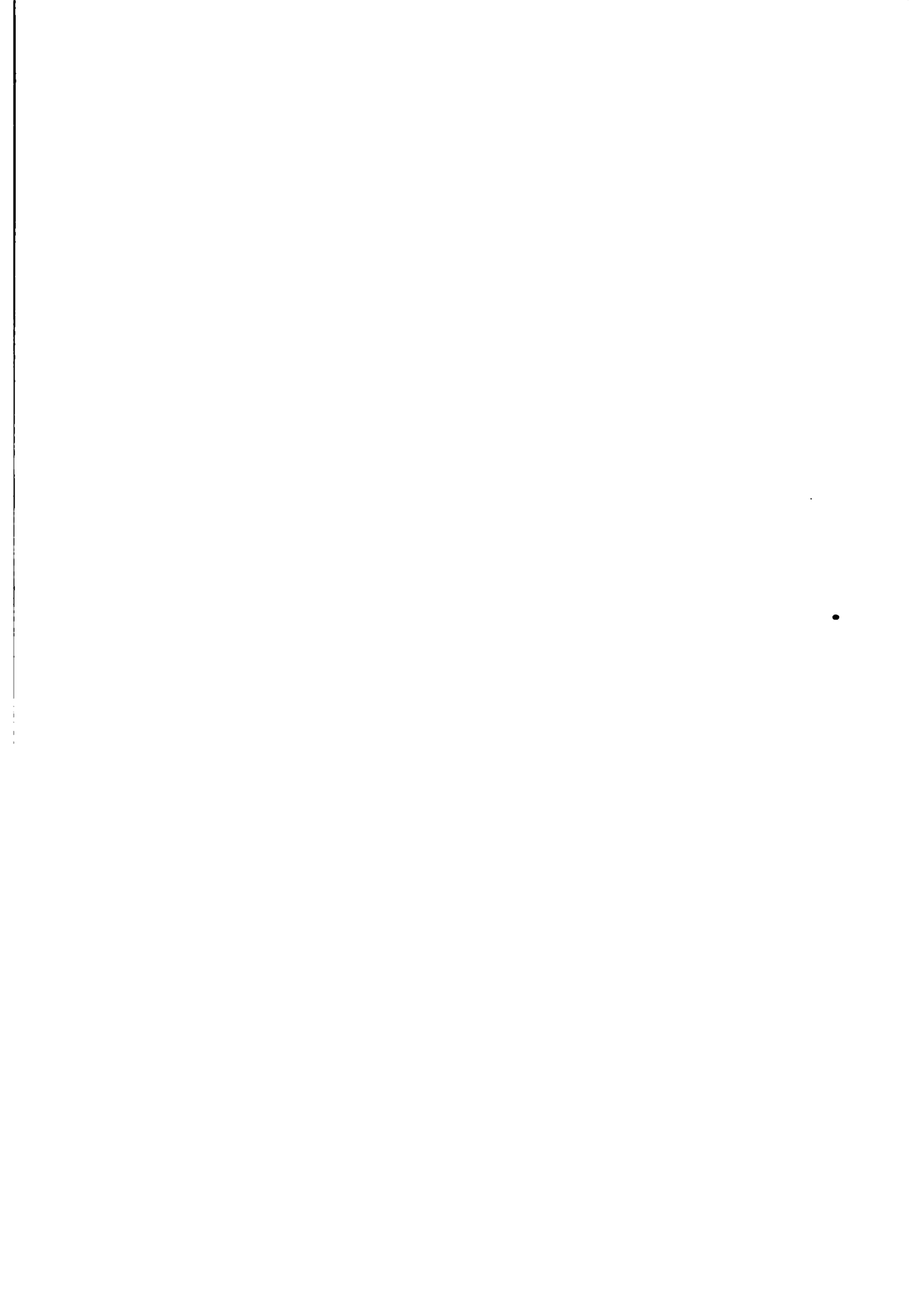
FRANK LANNING.

Throughout the period of his manhood, Frank Lanning has been a resident of the west and has ever been imbued with the enterprising, progressive spirit which has been the potent force in the upbuilding of the district west of the Mississippi. He was born in Tuscarawas county, Ohio, May 30, 1866, a son of J. M. and Esther D. (Dew) Lanning, who were also natives of the Buckeye state. He attended the schools of that state until fourteen years of age. He then went to Seneca, Kansas, with his parents and for five years was a resident of the Sunflower state. It was while living in Kansas that he began to learn the trades of a mason and plasterer. He was about nineteen years of age when he removed to Canon City, Colorado, where he engaged in brick-laying and plastering, remaining there for about fifteen years, or until 1902. He then went to Pueblo, Colorado, where he resided until 1904—the year of his arrival in Portland.

He at once entered industrial circles here, working as a journeyman at his trade for three years, after which he turned his attention to contracting. He has executed many contracts in building garages, apartment houses and private dwellings. He has erected apartment houses for George Parrish at the corner of Eleventh and Salmon streets, for Dr. David Buck at Twenty-first and Flanders streets and for George Houseman at Twenty-first and Hoyt streets. When he began contracting he was in partnership with his brother C. W. Lanning but for the past year has been alone. He expects soon to build an apartment building for himself at Forty-fifth and Taylor streets. The plans are already drawn. This is to be fifty-six by one hundred feet, a two story building erected on a strong foundation sufficient to support two more stories should he desire to add the other two in the future. There will be tile partitions and he expects to make the building entirely fire proof. It is situated in Sunnyside and Mr. Lann-



FRANK LANNING



ing has much faith in the future of that portion of the city. He was a member of the Bricklayers Union up to the time that he began contracting on his own account. As it is against the rules of the order to have a contractor among its members, he had to resign when he began business for himself. The union, however, at that time wrote him a very complimentary letter, expressing their deep regret at losing so valuable a representative and speaking in high terms of his ability and his trustworthiness.

In 1897 Mr. Lanning was united in marriage to Miss Laura B. Stine, a daughter of John and Jane Mary Stine and a native of Missouri. They now have two children, Frances and Gertrude, aged twelve and ten years respectively. Mrs. Lanning is a member of the Methodist church. Mr. Lanning gives his political support to the republican party, for he deems its principles effective agents for good government. Both he and his wife have many warm friends in Portland and Mr. Lanning has found here a satisfactory field of business, in which his earnest labor has brought him creditable prosperity.

AUGUSTUS J. LANGWORTHY.

Augustus J. Langworthy, of Portland, Oregon, a retired merchant, now deceased, was born at Peoria, Illinois, on the 20th day of November, 1826, his parents being Dr. Augustus Langworthy and Ada (Meachem) Langworthy. Dr. Augustus Langworthy was born at Windsor, Vermont, received a college education and became a prominent representative of the medical profession, as were also two of his brothers and he practiced his profession for many years in Peoria, Illinois, of which place he was the founder, likewise of Northampton, and Tisquee, Iowa, afterwards named Dubuque.

His son and namesake, Augustus J. Langworthy attended school there, took up the study of medicine, to which he devoted two years, but becoming imbued with the desire to go west, which became the talk of the day by his companions, friends and neighbors, he dropped his study and decided to go with them to Oregon, being then a boy of twenty years of age and full of ambition. Mr. Langworthy started with them on April 7, 1847, with both oxen and horse teams, driving his own ox team all the way for five months and twenty days over prairie, arid plain, fording rivers and climbing mountains. He reached Oregon City on October 20, with his team of oxen in unusually good condition, without a scar or blemish, for which he received much praise as a team to arrive in such condition was almost unknown. Much inquiry was made as to the cause of this team being in so much better condition than all others, and he was asked "if it was in breed of the animals," when a man of his company spoke up and said, "The cattle are all the same stock and the only difference in their looks and condition lies in the exceptionally kind, gentle and human way in which they were handled by that boy," pointing to A. J. Langworthy, who was of a very sympathetic and merciful nature. While the trip was attended with danger at times, nevertheless it was a very enjoyable one to him, filled with many romances.

Among the many incidents along the way, Mr. Langworthy with one other companion, walked ten miles from the company to climb high up on the dangerous "chimney rock," to carve their names above all others, with their pocket knives, wearing the blades almost away.

There being no physician in the company in which he traveled, he was sought out, as having some knowledge of medicine to attend a very sick man whose life was despaired of. Ordering him taken from the covered wagon, he placed him in a tent, and applied prompt remedies out of a well selected box of medicines which his father had prepared for him before starting and he soon restored him to health.

Immediately after his arrival at Oregon City, he sold his team for four hundred dollars, and secured employment in a lumber mill, his work being to measure and record all lumber to be shipped to foreign lands. Mr. Langworthy was thus engaged until he bought out a man's right on a section of fine land on the Columbia river, about eight miles below St. Helens and commenced stock raising.

Soon after the gold excitement in California broke out, so he employed a man to look after his interests here, while he went to the gold mines with two of his companions who crossed the plains with him to Oregon. Later, the report reached him that he had better return and look after his ranch, as there seemed danger of it being jumped, so he made the trip back to Oregon by a sailing vessel. Later, however, he returned to the mines in California, where he engaged in mining and also conducted a general store.

Mr. Langworthy together with three other men mined on Feather river and engaged in extensive damming to turn the water of the stream, with the view of reaching the gold under it but were compelled to abandon their project by encountering quicksand, after spending much time and money. Being discouraged in this, they sold their mine to a large wealthy company of San Francisco, which took up the plan, with final success and thereby gaining many millions of dollars, which they took from the bed of the river.

Mr. Langworthy, remained in California about three years, when he again returned to Oregon, by water, settling on his section of land. He purchased more stock, made many improvements and built a frame house as the one already on the land when he bought it was a log cabin. He supplied the boats running to San Francisco with meat. After about four years he sold his farm and stock and purchased a lumber mill in Washington county, near Forest Grove, on Gales creek. After engaging in the lumber business a short time he went to his mill one morning to find the dam entirely gone, caused by quicksand, the same as he had encountered on Feather river in California. However, he lost no time in getting his money refunded which he had paid for the property, as it became known that this was the owner's reason for selling the mill.

Mr. Langworthy then moved to southern Oregon and purchased another section farm, about four miles south of Roseburg on the county road, where he again engaged in the stock business for a few years, but not being familiar with black mud he tired of it, and, selling out, he returned to Washington county, purchased another farm about one mile from Hillsboro on the county road. He moved upon it and made valuable improvements, among which was setting out a fine orchard, which was considered one of the best in the county. He sold this place after a time and bought another in the neighborhood. Later selling this one, he bought a place two miles from it, which had forty acres of fine beaver-
dom land, which he cleared and drained and is now a very valuable place. In time he sold this one and went into the merchandising business, in which he engaged continuously for a great many years, commencing first at Cornelius, Washington county and discontinuing the merchandising business at Corvallis, Benton county.

Mr. Langworthy then moved to Seal Rock, Lincoln county and preempted one hundred and sixty acres of government land, paying for it \$1.25 per acre; after making final proof on this land he then moved to Portland, where he has since resided for twenty-four years. He was also the owner of acreage in the heart of Portland at a time when there were but four or five houses, paying for it one thousand dollars per acre. In his journey through life he has seen both prosperous and unprosperous days and being of a courageous and ambitious nature he always pushed forward with energy to a betterment of conditions.

On July 3, 1851, Mr. Langworthy was married to Miss Jane Garwood, a daughter of Mrs. Marie (Humpherus) Garwood and Mr. William Garwood. She crossed the plains with her parents to Oregon in 1850, from Missouri, living about one hundred miles from St. Louis, at which place they formerly moved from Indiana, her native state. Miss Garwood was living with her parents at

Hillsboro, Oregon, when she was married to A. J. Langworthy, and she continued her residence in the state until called to her final rest on the 26th day of February, 1893. Mrs. Langworthy was a faithful companion and helpmate to her husband in the fullest meaning of the word, loving and devoted to her children, and most highly esteemed by all of her acquaintances and friends, so that her loss was deeply deplored by all who knew her, as well as by her immediate family. Mrs. Langworthy was always ready and willing to help the sick and suffering and she was frequently sought after by them on account of her tender and patient care. She has passed many long lonesome nights with them, administering to their wants, for the sake of relieving suffering humanity, for she would never receive a penny for her services though urged to do so, as they were more than willing to compensate her, and she justly won the name of being the best nurse in the country.

To this marriage were born nine children: Melissa A.; Lucina J.; Emma A., who died in girlhood; Mary F. L.; Ellen L., who died in girlhood; William A., who died in childhood; Albert J., who died in infancy; Ada M., who died in childhood; and Dr. Perry S. Langworthy of Portland, Oregon.

Mr. A. J. Langworthy has ever been a stalwart advocate of republican principles and has frequently been called upon as campaign speaker; is a born orator; and has been frequently urged to accept public office, one of which was repeatedly offered him by ex-Governor Gibbs, as superintendent of one of the state institutions, which he refused to accept. In later years, however, he accepted the appointment of justice of the peace, postmaster, and Wells Fargo agent in conjunction with his merchandising business in some of the towns where he has resided, but has continuously refused to become a candidate for office in Portland.

On May 29, 1910, Mr. Langworthy was severely injured by a street car jerking from under him, just as he was about to alight two blocks from his home. From this he was a great sufferer, and confined to his home almost constantly afterward, besides resulting in total blindness. Some pioneers, perhaps, have been more successful financially than he but none have won more true honor and respect from his fellowmen in the various parts of the state where he lived. Mr. Langworthy was upon all occasions strictly honorable in his dealings and was ever firm in his principles for right and justice, and being of a kind and sympathetic disposition, he was always inclined to overlook the faults of others. Moreover, he was willing to trust others and at times his confidence was betrayed and he thereby suffered losses but his own record is an untarnished one, and his honesty ever stood as an unquestioned fact in his career. It has been said that "An honest man is the noblest work of God," a eulogy that is well merited by Mr. A. J. Langworthy.

On the 11th day of November, 1910, Mr. A. J. Langworthy passed away at his home in Portland, Oregon, after an illness of six days, and was laid to rest after nine days on his eighty-fourth birthday. Having a high perception of life and living it his memory will ever stand as a beautiful monument and "the world is better for his having lived in it." In life he said: "I am willing to trust the Great Power or Creator that made me and put me here, to take care of me when He takes me away."

FRANK B. McCORD.

Frank B. McCord, president of the Rambler Automobile Company, which was incorporated September 11, 1909, was born in Minnesota in 1877, about forty-eight miles north of Monticello. That section of the state was then largely a pioneer district, in which he was reared to the age of nine years, when his parents, Joseph H. and Edith (Sears) McCord, left Minnesota for Pennsylvania. Later, however, they returned to the former state and are now residents

of Tacoma, Washington. Frank B. McCord acquired his early education in the public schools of Monticello, Minnesota, the high school at Annandale, Minnesota, and in the State University, where he completed a scientific course, winning the degree of Bachelor of Philosophy upon his graduation with the class of 1902. His school days being over, he entered business life in connection with his father, who was successfully conducting banking enterprises at Monticello, Annandale, Menasha and other places. In this way he received a broad and thorough business training, thereby laying the foundation for his later success in other fields. In 1904, when twenty-seven years of age, he became salesman for the Rambler automobile of Minneapolis and Chicago, and making his way to Oregon, was for a brief period in Portland. Soon, however, he located at Roseburg, where he remained for two years on account of his health. During that period he purchased a fruit farm which he afterward sold.

Following his return to Portland Mr. McCord became associated with George A. Wotton in the organization and incorporation of the Rambler Automobile Company, which was incorporated on the 11th of September, 1909, with Mr. Wotton as the president and Mr. McCord as secretary and treasurer. In the following January the latter took over the control of the business and at this time is the president and owner of the concern. He conducts an agency for the Rambler automobile for Oregon and Washington and also carries on a general garage and auto repair business. The company also act as distributors of the Rambler for the entire northwest. Their garage occupies two floors of a building sixty by one hundred feet for sales and storage departments.

In 1904 Mr. McCord was married to Miss Grace Mahan, a native of Minnesota, and they have two children: Nina E. and Joseph H. Mr. McCord belongs to Laurel Lodge No. 13, A. F. & A. M., of Roseburg, Oregon, and has attained high rank in the Scottish Rite, holding membership in Oregon Consistory No. 1, and in Al Kader Temple of the Mystic Shrine. He likewise belongs to Philitarian Lodge No. 8, I. O. O. F. of Roseburg, the Delta Upsilon fraternity and the Commercial Club. His recreations are motoring and outdoor athletics, and during his college days he was a member of the football and baseball teams. He was also class president during his freshman year. An accomplished musician, he has become an organist and singer of note in the community and has taken an active part in musical affairs of the city. He has the foresight to see a good opening in a business which is rapidly developing, for the automobile is growing in constant favor and becoming used not only for pleasure driving, but also for commercial purposes as delivery wagons and auto trucks are manufactured and placed upon the market. As a representative of the Rambler, he is building up a good trade, for the many commendable points of the car assure a ready sale.

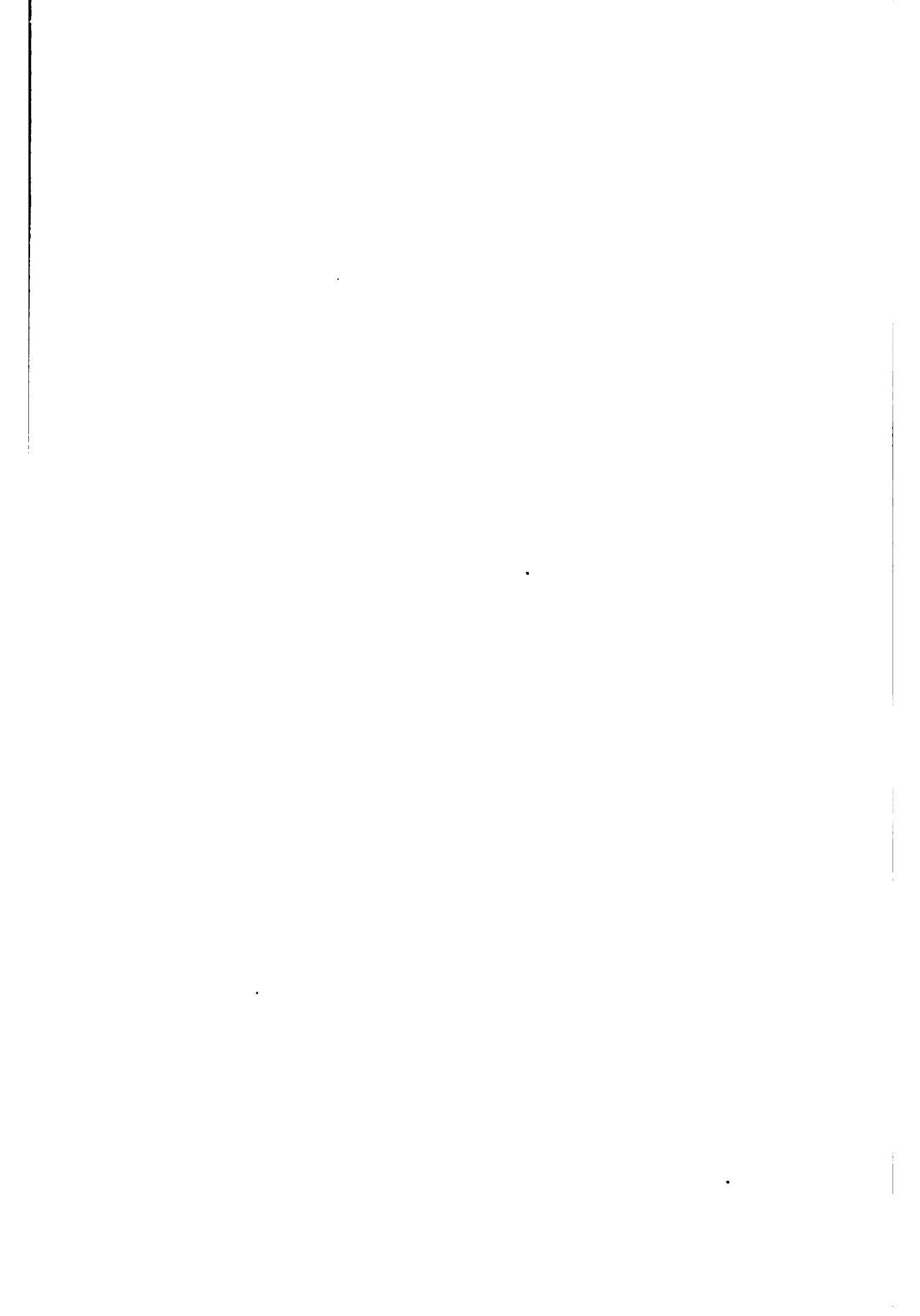
EDWIN DALTON.

Edwin Dalton, one of the early business men of Portland, was born in Coventry, England, in 1826, and acquired his education in the schools of that country while spending his youthful days in the home of his parents, Absalom and Amelia Dalton. His father was a hotel proprietor and also a painter and plumber and under his direction Edwin Dalton learned the plumbing and painting trades, serving a seven years' apprenticeship, during which time he gained familiarity with every detail of the business and became an excellent workman.

Thinking to enjoy better business opportunities elsewhere than in his native land, Edwin Dalton went to Australia when a young man and there remained for a few years. In 1851, when twenty-five years of age, he started for America, landing in Portland. The town at the time contained only a few hundred inhabitants—less than a thousand—and the business centered along the river. Mr.



JAMES A. DOWLING



Dalton opened a paint shop on First street and conducted the business alone until 1857, in which year his brother William and their father arrived in this city. The two brothers then formed a partnership and were together until after the death of Edwin Dalton in August, 1857, when William Dalton continued the business alone.

In the year 1854 Edwin Dalton was united in marriage to Miss Catherine Sadler, also a native of Coventry, England, and a daughter of Maria and John Sadler, who came to America in 1854. They were five months and two weeks upon the water ere landing at Vancouver, Washington. Before leaving the ship Mrs. Dalton heard a rooster crow in the morning and said that she thought it was the most pleasant sound she had ever listened to, for she knew that land was near and that they would soon disembark. Edwin Dalton and Catherine Sadler had been companions and friends in early life and were married soon after her arrival. Unto them were born two children. Emily A., who was born April 1, 1855, lived in one block on Ninth street, between Burnside and Couch, for over fifty years. She became the wife of James A. Dowling, who was born in what was then Oregon, now Washington, May 5, 1851, and died November 11, 1902. His parents were among the pioneer settlers of this state. Mr. and Mrs. Dowling had a family of seven children: Grace E., who is the wife of Charles F. Foster of Portland and has two children, Dalton and Catherine; Edwin S., at home; James A., who married Sadie Moody and lives in Portland; Ray and Ralph, twins, both now deceased; and Florence G. and Orme F., both at home. Mr. Dowling was for many years a member of the Willamette hose company, a part of the volunteer fire department. Mrs. Dowling has a wide acquaintance in this city, where she has always made her home and relates many interesting incidents of the early days and also concerning the growth and development of Portland. Edwin M. Dalton, the only son of that marriage, also retains his residence in Portland.

Following the death of her first husband Mrs. Catherine Dalton was again married. Her second husband was James Stuart, who was born in Scotland and became one of the early residents of Portland, where he conducted a shoe shop on Front street for many years. He died in 1898, at the venerable age of eighty-one years. There were three children by that marriage: Catherine M., the wife of Frederick W. Molson, of Canada; John F., who died April 5, 1893; and Frederick B., who died January 21, 1910. The mother passed away on the 16th of January, 1902, at the age of seventy-nine years, after a residence of almost forty-eight years in Portland.

HON. CHARLES B. BELLINGER.

The concensus of public opinion established the position of Hon. Charles B. Bellinger as an able and distinguished representative of the Oregon judiciary. The public continually maintains a critical attitude toward its servants, and only the utmost rectitude of character, the most capable discharge of duty and the most unfaltering loyalty to the trusts imposed win favorable comment. The envious and the malevolent have scarcely dared to assail the record of Judge Charles B. Bellinger, for his ability in his chosen profession was of superior order and his fidelity to what he believed to be right no man ever questioned. Doubtless he made mistakes as he traveled along the pathway of life, but they were matters of judgment rather than of intent, and therefore weighed in the balance of public opinion Charles B. Bellinger was never found wanting. He typified in his life the progress of the northwest, arriving as he did in Oregon to cast in his lot with its pioneer development when but eight years of age.

He was born in Maquon, Illinois, November 21, 1839, a son of Edward H. and Eliza (Howard) Bellinger. The original American ancestor came from

Holland and settled in the Mohawk valley of the Empire state when this country was still numbered among the colonial possessions of Great Britain. His paternal great-grandfather was a soldier of the Revolutionary war, while John H. Bellinger, his grandfather, defended American interests in the second war with England and later operated one of the first canal boats on the Erie canal. When the tide of emigration was steadily flowing westward he made his way to Maquon, Illinois, in 1837, and there he and his son Edward conducted a wagon shop. Still the voices of the west called Edward H. Bellinger, and the spirit of the pioneer prompted his further removal until, with wife and three children, he started for Oregon. They traveled much of the way across the plains with the Mormon contingent of that year, Brigham Young leading a large number who were accompanied by a strong military organization. This rendered them safe from attack by the Columbia Indians, who were manifesting particular hostility that year. The Bellingers camped almost side by side with the Mormons until they reached the Bear river valley, when the latter turned toward Salt Lake City and the Bellinger family continued on their way to the Sunset state. Marion county, where they established their home, was practically an uninhabited district and the most strenuous experiences in frontier life were there to be met. Law and order had in a measure been neglected in the establishment of an organized government, and in 1850 the abilities of Edward H. Bellinger were recognized in his election to the territorial legislature. Ere the session was called, however, he died at the age of thirty-two years from injuries sustained by being thrown from a horse. His wife, who bore the maiden name of Eliza Howard, was a native of Massachusetts and a representative of one of the old families of that state. Long surviving her husband, she died in Grant, Oregon, in 1883, and was survived by only two of their five children, Charles B. and Mrs. Ellen Shrewsbury, the latter of Los Angeles, California.

The parents of Edward Bellinger had also come to the Pacific coast in 1847, and two years later John Bellinger made his way to the gold fields of California and for a time was engaged in placer mining in that state. Later he returned to his home in Marion county, Oregon, where he lived to the age of nearly ninety years, passing away in 1882. He was a member of the Christian church and a man of splendid personal characteristics and qualities. He retained the prize of keen mentality to the closing years of his life and left his influence for good upon the community in which he made his home.

It was in the home of his grandfather, John H. Bellinger, that Judge Bellinger of this review resided subsequent to his father's death. He had come as a boy of eight years to the northwest. Every incident of the trip across the plains was of interest to him, and upon memory's wall hung many pictures of the pioneer days. He pursued his education in a district school near the Santiam river, where his teacher was Orange Jacobs later a member of congress from Washington also a judge of the superior court of that state and now a prominent attorney of Seattle. In his youthful days Judge Bellinger was impressed by the fact, often told to him, that his father had intended to educate him for the bar. He resolved to carry out his father's wishes as to a profession, and through his own labors earned the funds necessary to meet the tuition and expense of a course in Willamette University, which he attended for several years, laying the foundation in broad literary knowledge for his professional learning. His law reading was directed by Judge B. F. Bonham of Salem, and following his admission to the bar in 1863 he entered upon practice in connection with John C. Cartwright. After a time, however, he turned from the practice of law to journalism and edited the *Arena*, a weekly democratic newspaper published at Salem, regarded as a party organ in this state. He afterward became the publisher of the *Salem Review*, and, when impaired health made it advisable that he seek a change of labor, he engaged in merchandising at Monroe, Bent county. His abilities there won recognition in his election to the legislature in 1868. The following year he removed to Albany and became editor of the *Albany Demo-*

crat, which he published until 1870, when he came to Portland and was afterward closely associated with the practice of law. At the same time he founded and for two years edited the Portland News, which eventually became the Portland Telegram.

His marked public spirit and his superior ability obtained his election for various positions of honor and trust. He was clerk of the Oregon supreme court from 1874 until 1878 and was then appointed by Governor Thayer to fill out an unexpired term as judge of the fourth judicial court, which vacancy resulted from the reorganization of the judicial districts of the state. In 1880 he was made the democratic nominee for the office, but could not overcome the overwhelming republican vote of the district. However, the vote given him was extremely complimentary, as he ran eleven hundred votes ahead of his ticket. Following a partnership with John M. Gearin from 1880 until 1883, Judge Bellinger became a member of the law firm of Dolph, Bellinger, Mallory & Simon, and so practiced until April, 1893, when he was appointed by President Cleveland to the position of judge of the United States district court following the demise of Judge Deady. He took his place upon the bench May 1, 1893, and the court records bear testimony to his superior ability. He always showed himself thoroughly competent in the discharge of the multitudinous delicate duties that devolve upon him in this connection, and has given proof of his comprehensive knowledge of the law and his ability to correctly apply its principles.

An important chapter in his life record covers his military experience. When a goodly proportion of Oregon's inhabitants were of the red race and the hostility of the savages was oftentimes manifested, he temporarily put aside the duties of clerk of the supreme court to participate in the Modoc Indian war, serving with the rank of lieutenant colonel on the staff of General Miller. On the 17th of January, 1873, he took part in the famous fight at the lava beds, on which occasion the United States troops and the Oregon and California volunteers were under command of General Wheaton. The Modocs, knowing every foot of the almost impenetrable regions of the lava beds, had a decided advantage, and the result was an ambush and defeat for General Wheaton. Soon afterward a peace commission was appointed at Washington and word was sent out to suspend military operations so that the volunteers returned home. Upon the promise of safety the peace commission was induced to meet the Modocs in the lava beds and all of its members were there massacred. The troops next sent against them were also routed. Finally General Jefferson C. Davis with his troops settled down to a siege, hemming the Indians in and ultimately reducing them to such a condition of starvation that the settlement of the trouble became an easy matter.

The attractive home life of Judge Bellinger had its beginning in his marriage, in Linn county, Oregon, to Miss Margery Johnson, who was born in Ohio and in 1852 came with her father, James Johnson, to the northwest, the family home being established upon a Linn county farm. Judge and Mrs. Bellinger became the parents of seven children: Oscar now deceased; Victor, who was a member of the Portland bar but is now deceased; Emmett, engaged in the dairy business in Washington; Howard, of whom mention is made elsewhere in this volume; Mrs. Edith Edwards of Springfield, Illinois, now deceased; Mrs. L. H. Knapp of Portland; and Mrs. W. J. Morrison of Portland.

Judge Bellinger was deeply interested in the study of cremation as a most sanitary practice for every large community, and did much to interest his fellowmen in this practice. He became the organizer and president of the Portland Cremation Association, which established the most complete and modern crematory on the coast, maintaining this at a pecuniary loss for a long period, prompted by philanthropic motives. In his political views Judge Bellinger was formerly a democrat, but as he could not indorse the silver standard of 1896 he severed his connection therewith and became an independent voter. He held advanced ideas on many of the important questions which engaged the interest

of statesmen and thinking men of the nation, his opinions always resulting from broad study and a thorough understanding of the subject. He was a Royal Arch Mason, a member of the Arlington Club and also of the Oregon Historical Society and the Oregon Pioneer Association. Governor Geer appointed him a commissioner to the Lewis and Clark Exposition. His high standing in his profession was indicated by the fact that he was honored with the presidency of the Oregon Bar Association. He compiled, in connection with W. W. Cotton, an annotated edition of the laws of Oregon. For ten years he was professor of equity, jurisprudence and pleading in the law department of the University of Oregon, and from 1896 to his death was a member of its board of regents. He inscribed his name deeply on the keystone of Oregon's legal arch, and of the long line of illustrious men of whom the state is proud, the record of none has been more faultless in honor, fearless in conduct and stainless in reputation. He passed away at his home in Portland May 12, 1905.

HOWARD BELLINGER.

Among the family names well known on the northern Pacific coast none is more honored than that of Bellinger. Ever since 1847 have members of this family been identified with the Columbia river region and Howard Bellinger, whose name stands at the head of this review, is one of its worthy representatives. He is a great-grandson of John H. Bellinger, the grandson of Edward H. Bellinger and the son of Hon. Charles B. Bellinger, who was one of the most able and distinguished men that Oregon has known and a review of whom appears elsewhere in this work. The mother of Howard Bellinger was Margery Johnson, who came with her father to Linn county, Oregon, in 1852 and was one of the helpful pioneer women of the early days.

Howard Bellinger was born at Portland in 1878, was here reared, and in the public schools of this city he received his preliminary education, later becoming a student in the State University at Eugene, Oregon. He possessed the inestimable advantages of a congenial and refined home, which is worth more in the development of right thought and character than all the education that can be derived from books. Mr. Bellinger early showed an inclination for outdoor life and for the pursuits of agriculture and stock raising. Accordingly in 1899 he came to the ranch which had been bought by his father in Clarke county, Washington, and which is located twelve miles north of Vancouver on the Columbia river. This ranch is known as the Lake River farm and contains eight hundred acres, of which one hundred are under cultivation, and a young orchard of eighteen acres is one of its attractive features. About six hundred acres of the ranch are used for pasturage and for growing wild hay with which to carry the stock through the winter. The ranch maintains about two hundred head of cattle, and is known as one of the best conducted ranches in this region.

In 1904 Mr. Bellinger was united in marriage to Miss Lena M. Huber of Portland, and two children have been born to them: Frances and Charles Byron. Mr. Bellinger is a member of the Odd Fellows Lodge, No. 173, of Felida, and also of the Sara Grange and takes a lively interest in every movement that aims to advance the permanent welfare of western Oregon.

J. E. Bellinger, a brother of our subject, is a native of Portland, born in 1870. After leaving the public schools he became chief clerk of the United States internal revenue office at Portland, continuing until 1896, when he gave up his position and came to the ranch where he has since made his home and where he has attained a fine reputation among his neighbors as a man of good judgment and a first class farmer. When he came here the land was all stumpage. It has since been cleared off and improvements have been made, including residence, barns, fences and other accessories of a modern farm, and the ranch has become

one of the good paying investments of the county. J. E. Bellinger is a member of the Benevolent and Protective Order of Elks at Vancouver and also of Sara Grange. By the application of skill and intelligence the Bellinger brothers have attained high standing among agriculturists and stock raisers. Through such men the vocation is ennobled, and it adds dignity, wealth and stability to the nation and the occupation of the farmer becomes not only the most independent but also the happiest of all occupations known to man.

PATRICK SHARKEY.

Custom constitutes an almost unsurmountable barrier. In the old world where things have been done the same way century after century it is almost impossible to break away from the old routine, but in the new world opportunity is almost limitless because each individual has a chance to carry out his own ideas and to prove his worth. Because of this many young men of foreign birth have made substantial progress in America. Among this number was Patrick Sharkey, who was born in County Monaghan, Ireland, on the 17th of March, 1835, his parents being John and Katherine (Carroll) Sharkey, both of whom died on Prince Edward island in Canada. The father was a farmer by occupation and was connected with agricultural pursuits in the Emerald isle until about 1843, when he brought his family to America. He took up a donation land claim in Canada and began the development of a farm.

Patrick Sharkey was the third in a family of seven children and pursued his education in the schools of Ireland and also of Prince Edward island. There he also learned the trade of a harness and collar maker at Georgetown, which is situated on Prince Edward island, and when twenty-three years of age, went to St. Johns, New Brunswick, where he worked at his trade for two years. On the expiration of that period he removed to Grand Falls, where he conducted a general store, making his home there for four years. He then sold out and went to Baltimore, Maryland, where he followed his trade for eight months, going thence to Wheeling, West Virginia, where he resided for twenty years. He was engaged in the harness business in that city and devoted his time exclusively to that undertaking until his removal to Oregon in April, 1886, when he settled in Portland. He was always a great reader and in this way had learned much about the Pacific coast. He made a trip here in 1884 and was so well pleased with the country and its characteristics that he returned to the east, disposed of his business there and again came to the northwest. Here he established a harness and collar factory on a small scale on Union avenue, between Washington and Alder streets. This was the first collar factory in Portland. He increased the business as he could and later removed to Taylor street, where he continued to carry on business up to the time of his death, which occurred on the 20th of August, 1902. In the meantime he had admitted his son, Edward J. Sharkey, to a partnership and following the father's death the son continued in the business until 1903, when the factory was destroyed by fire. He then removed to Union avenue at the corner of Oak street, where the plant is situated at the present time. Such is the business history of Mr. Sharkey, and it represents a life of untiring diligence, perseverance and industry, yet it by no means represents the extent of his interests or activities.

At the time of the Civil war he enlisted for active service in the Union army, joining a regiment at Boston, Massachusetts. He was transferred to the harness-maker's department, however, on account of his knowledge of the trade. He remained with the army for eight months and during that period was located at Chattanooga, Tennessee. He always gave his political allegiance to the republican party, which stood as the defense of the Union during the dark days of the Civil war and has always been the party of reform and progress. His reli-

gious faith was that of the Roman Catholic church, to which he always strongly adhered.

It was on the 4th of November, 1859, that Mr. Sharkey was married to Miss Elizabeth McClemmens, a daughter of Patrick and Elizabeth (Miller) McClemmens. Mrs. Sharkey was born on the same day as her husband, the place of her birth, however, being in County Derry, Ireland. She came to the British province in America when four years of age, her parents locating upon a farm near St. Johns, where their remaining days were passed, and in that locality she resided until after her marriage. Unto Mr. and Mrs. Sharkey were born nine children. Edward J., now of Portland, married Fannie J. Davis and has four children: George and Mary, twins; Ralph; and William. Josephine is the wife of Charles Sweeney, a locomotive engineer residing in Portland, and they have three children, Irene, Grace and Edmund. Katherine is the wife of Frank Southard, of Portland, and has five children, Harry, Helen, Catherine, Mildred and Elizabeth. Louise is the wife of John Casey, of Portland, and has four children, Margaret, Allen, Edward and Charles. John P., who is engaged in the real-estate business in Portland, married Jennie Graham and has four children, Graham, Clemmens, Ellis and Herman. Helen is the wife of Rudolph Zeller, of Portland, and has three children, Philip, Rudolph and Marie. William T., who is connected with the collar factory, married Cecelia Cahill and has one child, Gertrude. Mrs. Sharkey still survives her husband and makes her home in Portland, where she now has many friends.

Mr. Sharkey never regretted his determination to come to the coast, for he was always pleased with the country and interested in its rapid development and substantial growth. He demonstrated his worth as a business man, who in the years of his residence here developed an enterprise of considerable proportions. He took up a homestead near Gresham of one hundred and sixty acres and also bought eighty acres adjoining, a part of which is now being laid out in small tracts by his son.

AARON DELANEY SHELBY.

Aaron Delaney Shelby was one of the early merchants of Portland who enthused into his mercantile interests a progressive spirit which had its effect upon the upbuilding of the new city. He was born in Kentucky, near Henderson, on the 7th of October, 1827, and when a mere child was left an orphan and was consequently brought up by an uncle in Mississippi. He received his education in that state and later engaged as clerk in a mercantile store, thereby gaining knowledge and experience that enabled him later to carry on business on his own account. His initial step in this direction was made in Newberg, Indiana, where he entered into a partnership with Chester Bethel. After the partnership had continued for one or two years, Mr. Shelby disposed of his interests and in 1853 started for the west. He sailed for the isthmus and after crossing the narrow neck of land which joins the two American continents, embarked for San Francisco and made his way northward to Portland.

The year previous to his departure from Indiana, or on the 3d of November, 1852, Mr. Shelby was married to Miss Mary Virginia Lane, second daughter of General Joseph Lane, who was the owner of an extensive farm near Evansville, Indiana. A few years previous, in 1848, General Lane was appointed by President Polk the first territorial governor of Oregon, to which state he subsequently returned and made it his home. General Lane is elsewhere represented in this volume. Mrs. Shelby was born in Vanderburg county, Indiana, and remained a resident of that state until her removal to Oregon.

Upon arriving in Portland, Mr. Shelby embarked in business as proprietor of a shoe store. Later he engaged in the crockery business and during the greater

part of his life continued in merchandising in the city of Portland. His first store, built and owned by himself, was the first brick retail store on First street. At that time the business district of Portland extended little beyond Front and First streets. Mr. Shelby increased his stock from time to time as the growing interests of trade demanded, and through his progressiveness and business capabilities became a factor in the substantial growth and early commercial development of Portland.

Unto Mr. and Mrs. Shelby were born two children, Eugene, who married formerly Miss Alberta Eccles, of Portland, and who is living in San Francisco, where he is superintendent for the Wells, Fargo Express Company; and Annie Blanche Shelby, of Portland, who has achieved distinction as an authority on whist and other scientific card games and is the author of two well known eastern publications "Standard Whist" and "Bridge Abridged."

The death of Mr. Shelby occurred on the 3d of September, 1881, and deep sorrow attended his burial in Lone Fir cemetery. He had won his way to the hearts of all who knew him, as well as his immediate family and friends. Moreover, he was closely associated with many of the prominent public interests of the growing city. He was one of the early members of the volunteer fire department and was popularly known in that organization when its membership included the chief residents of the city. He also took an active part in politics as an advocate of democratic principles and was elected to the city council and also chosen to represent his district in the legislature. In formulating the rules governing Portland and the laws regulating the state, he took an active interest and at all times sought the good of the community and the commonwealth. His entire life was actuated by honorable principles and he won the friendship and regard of all with whom he was associated.

FERDINAND H. DAMMASCH, D. D. S., M. D.

Endowed with a natural aptitude for the healing art and also with an abundance of ambition and energy, Dr. Ferdinand H. Dammasch has been deservedly very successful as a medical practitioner in Portland. Many physicians who have attained great success worked much longer in securing the same patronage which now comes to Dr. Dammasch. Being familiar with local conditions from his youth up, he began among friends and, bringing to his profession a well trained mind and an up-to-date knowledge of the best methods in his profession, he very soon attained a position of comparative independence.

He was born in San Francisco, California, in 1879. When he was three years of age his parents moved to Portland and here he was reared and received his preliminary education in the public schools. Having decided to follow a professional career, he was for two years a student in the North Pacific Dental College and in 1902 was graduated from the Philadelphia Dental College. He next became a special student of medicine at the University of Strassburg, Germany, where he continued for one year. Returning to this country, he entered the Temple University of Philadelphia and was graduated from the medical department of that institution with the degree of M. D. in 1905.

After completing his medical course Dr. Dammasch returned to Portland, where he has since been engaged in practice and where he has met with a favor which is the reward of conscientious application and thorough acquaintance with the principles of a trying profession. In July, 1909, he was appointed health officer of the city and since that time has devoted much of his time toward health problems of a public nature. He is a member and trustee of the City and County Medical Society and is president of the Portland Medical Club. In fraternal circles he is identified with the Masonic order, being a member of Washington Chapter, No. 18, R. A. M.; Oregon Commandery, No. 1, K. T.; Al Kader Tem-

ple of the Mystic Shrine, while in social circles he has for many years held membership in the Multnomah Athletic Club.

It was as a result of great effort and repeated disappointments that Dr. Dammasch, with two others of German extraction, founded and organized the confederation of German speaking societies of Oregon, now commonly known as the German American Alliance, which has become a member of the national body of that name. This alliance now comprises thirty-eight German speaking societies in all parts of the state, with a total membership of over eight thousand men of German, Austrian or Swiss antecedents, and is constantly expanding until ultimately it will be represented in every county of the state of Oregon. It was truly a great work to bring together such an organization, of which Dr. Dammasch is today the recognized head, and he and his friends may be justly proud of their work.

At Philadelphia, while pursuing his studies at the medical college, Dr. Dammasch was united in marriage, on September 1, 1904, to Miss Nellie J. Cascaden. Two children have blessed the union, Louis and Sarah Josephine.

At the outset of a career that gives broad promise of usefulness, Dr. Dammasch has the confidence and support of many friends and acquaintances, who prophesy for him a happy and brilliant future. He recognizes medicine as a most absorbing profession and that only he who brings to it unusual talents and unalterable determination to win can reach the highest rank. He must have thorough education in his calling and a sound body as well as a good brain. Such a man is the subject of this review and of him it may safely be said "he will succeed because he contains within himself the elements of success."

JOHN G. D. LINNEMANN.

There are many men who do not startle the world by unexpected attainment, yet who make for themselves an enduring place in the memory of friends and those with whom they daily come in contact, and the world is richer and better because they have lived, as they add to life sunshine in their immediate social circle and by their uprightness and virtues uphold the faith of their fellowmen in the efficiency and worth of these qualities. Such was the life of John G. D. Linnemann, a pioneer resident of Multnomah county, early identified with industrial interests and later with the agricultural development of this section. He was forty years a resident of Oregon, coming to this state soon after his arrival in the new world.

He was born in northern Germany, May 22, 1827, and acquired his education in the public schools there, after which he served an apprenticeship at the tailor's trade. He was, however, but twenty-three years of age when he determined to try his fortune in the United States. It requires courage, determination and great hopefulness to sever the ties which bind one to family, home and native land and go to a distance far removed therefrom, where the future is at best uncertain. Mr. Linnemann, however, possessed the requisite qualities and, crossing the Atlantic, became a resident of St. Louis. Soon afterward he removed to Randolph County, Illinois, where he established a tailoring business, but the call of the far west was irresistible to him and he joined the long wagon train that traveled northwest in 1852. His covered wagon was drawn by oxen and many hardships and privations were experienced ere the four months had passed which were required by him to make the trip. Portland, the beautiful "Rose City" of the present day, was then a little village of but four hundred inhabitants, but he believed that it promised well for the future and he opened a shop in his house on Third street, where he worked at his trade until agricultural interests claimed his entire attention. After residing for a time in Oregon he felt that it would be an act of wisdom to purchase land, for he foresaw that realty would rise rapidly



MRS. C. E. LINNEMANN



in value as the country became thickly settled. Accordingly he purchased a donation claim of three hundred and twenty acres on the Powell Valley road, although at that time there was no road and between his farm and Portland was a dense forest. Space had to be cleared ere he could build a little one story log cabin. Then he took up the arduous task of cutting away the timber that he might prepare the land for the plow. He did the work of clearing and cultivating as he could find time while still pursuing his trade in Portland, walking back and forth night and morning. Later, however, the work of the farm demanded his entire time and he ceased to engage in tailoring. His labors brought the farm under a high state of cultivation and productive fields crowned his work with good crops, for which he found a ready sale on the market.

All through this work Mr. Linnemann had the assistance and encouragement of his wife, who was ever to him a faithful companion and helpmate. In December, 1851, there was celebrated the wedding of John Linnemann and Miss Catharina Elizabeth Von Falde, who was also born in northern Germany, her natal day being September 1, 1828. In 1851 she came to America, settling in Illinois. Two years after the death of her husband she removed to Gresham, where she has since made her home, although she is still the owner of the farm of one hundred and sixty-seven acres which her husband secured many years ago. She contributed liberally to the building of the Methodist Episcopal church of Gresham, which is now known as the Linnemann Memorial church, being named in honor of Mr. and Mrs. Linnemann. At the junction one mile and a quarter from Gresham is a station called Linnemann Junction also named in honor of the first settler of that locality. It is at the junction of the Estacada, Cazadero, Gresham and Troutdale electric roads.

Mr. Linnemann held membership with the Odd Fellows, the first lodge organized in Portland bearing his name. He passed away in January, 1892, after living in Oregon for about forty years. A contemporary publication has said of him: "Public-spirited, Mr. Linnemann was an active supporter of all measures calculated to be of any material benefit to his country. At one time he served as supervisor and was also school director in his district. To Germany America is indebted for many of its best citizens and in Mr. Linnemann was found a worthy representative of his race. Sturdy of nature, he devoted many years to the labors of the farm, and that his efforts met with success was but the natural reward of a life of industry. Purely self-made his reputation was one any man might envy. His circle of acquaintances was large and among them he was known as a man who had a high regard for his word, which he always made as good as his bond and as such it was accepted. That there are not more such men is to be regretted; if there were, this world would be different. He lived an honorable life and while his sphere of usefulness was not an extended one, he did much to endear himself to those with whom he came in contact. There was much in his life worthy of emulation, and now that he is no longer with us in person, there is a memory remaining of which his wife and helpmate may well be proud. Too much cannot be said or done in honor of such men, as it is to these hardy pioneers Oregon owes everything."

JOSEPH PAQUET.

From the pioneer epoch to the present day the record of Joseph Paquet has been closely interwoven with the history of Portland and this section of the country. As a contractor he has been connected with much public work. Not by leaps and bounds has he attained the goal of prosperity, but by the steady progress which indicates the wise and careful improvement of every opportunity that has come to him.

He was born in St. Louis, Missouri, March 19, 1841, a son of Francis Xavier and Mary Louisa Lanadier (De Langdeau) Paquet. The father was born in

Canada in 1811 and in his youth was associated with the Hudson Bay Company. He served as a volunteer in the Black Hawk war in 1832 and in his young manhood learned the ship carpenter's trade. In 1835, in St. Louis, he wedded Mary Louisa Lanadier De Langdeau, who was born in that city in 1818, her ancestors living there at the time of the Louisiana purchase. They were among the first French families that settled in America. Her grandfather was a resident of St. Vincennes, Indiana, where he lived until driven out by the Indians. The family were then taken to St. Louis in a bateau. The grandfather of Mrs. Paquet remained behind in order to attend to the shipping of his goods and was to follow in a canoe but was never heard from afterward. The canoe however, was found floating in the river and it is supposed that he was killed by Indians. The parents of Mrs. Mary L. Paquet both died in St. Louis. Her father's death being occasioned by cholera when he was fifty-four years of age. His widow survived him for many years and died at a very advanced age.

Following their marriage, Mr. and Mrs. Francis X. Paquet lived in St. Louis until 1852, when they started across the plains to Oregon, leaving St. Louis on the 1st of May and arriving in this state on the 15th of October. They had four wagons, fourteen yoke of cattle and two horses. Nothing unusual happened on the road. At Salmon Falls on the Snake river, they were told they could proceed the rest of the way to Portland in boats and Francis Paquet, therefore, converted the wagons into boats, burned the running gears for wood and sent the cattle on to Fort Boise in charge of David Monastes with instructions to remain there until the family arrived. As they proceeded, the family encountered all kinds of difficulties. The river was strewn with rocks, the current swift and they came upon thirteen rapids and one fall. They had to drag the wagon beds overland three times, and it was while on this part of the journey that they met the most unfriendly Indians whom they had encountered. At length they reached Fort Boise where they found the man and cattle awaiting them. There Francis Paquet was informed that he could go only a short distance farther by water for there were some high falls below Fort Boise and the river was very rough. He then purchased two wagons and proceeded on the journey to The Dalles, where he again made boats of wagon boxes and started down the Columbia river but encountered head winds and took passage on a bateau to the Cascades. They made the portage and then continued on their way to Portland as passengers on a small side-wheel steamboat. Before leaving The Dalles, Mr. Paquet sent his cattle to what is now Hood river to winter. The family spent the season in Portland in a miserable shack. The winter was very severe, the lakes were all frozen solid, and the snow was about eighteen inches deep. Wood was the only thing that was cheap, flour selling at five dollars per sack, beef at fifty cents per pound, and everything else in proportion. When the river opened so that Mr. Paquet could go to Dog river, where his cattle had been left, he found only four head of them alive. The death of Mr. Paquet occurred when he had reached the advanced age of eighty-seven years and his wife passed away at the age of seventy-eight. In their family were eight sons and four daughters, but only three are now living.

Joseph Paquet, whose name introduces this record had attended school in St. Louis for about six years, beginning his education there when a little lad of five. He attended school in Oregon City under Judge Shattuck, and in 1854 the family removed to a ranch four miles from Oregon City, after which he spent about four months in a school taught by Charles Cartwright. This completed his education. He was then about fifteen years of age, and from that time forward his life has been devoted to business pursuits, and unflinching energy and intelligently directed labor have constituted the basis of his success.

When the family removed to the ranch they had no team and Joseph Paquet and his brother two years older than himself carried groceries on their backs from Oregon City to the farm. The next year a pony, cow and chickens were purchased. The father, a ship carpenter by trade, worked in Canemah in the

summer and fall repairing boats and getting them ready for the winter run, the Willamette river above the falls being navigable only during the winter months. When Joseph Paquet was old enough he worked with his father, and thus learned the use of tools. He studied the business until he was able to build complete any kind of a boat and also draw the plans for the same. As a youth he was very fond of hunting wild game and his first experience at killing deer came during the first winter that the family occupied the ranch. The deer would come nearly every night within thirty or forty yards of the house and eat cabbage and turnips which were growing in the field his eldest brother killing several by shooting from the windows. Joseph Paquet afterward became one of the most successful deer hunters in the state and when a boy was regarded as one of the best rifle shots in Oregon. Even yet he displays much skill in hunting. In 1885 he won the championship in live pigeon shooting in the three days' tournament held in Portland, and in the winter of 1910-11 made an excellent record in shooting ducks.

After leaving the ranch, Mr. Paquet followed steamboat building and built the first steam ferry that ran across the river at Salem in 1866. He also built the first snag boat the government had built in Oregon in 1871; the first dams built by the government on the Willamette in 1872; the first dikes built on the lower Willamette, including the dam across Willamette slough in 1880. He worked for two years, in 1868 and 1869, for the Oregon Steamship Navigation Company, building and repairing boats, and in 1870 was superintendent of construction for the People's Transportation Company.

On Christmas day of that year Mr. Paquet was married and established his home at Canemah, where he lived until 1879, when he removed to Portland. Throughout all the intervening years, Mr. Paquet has followed contracting of every kind, his work including the building of boats of every description, the Klamath irrigation ditch, the Tualatin river and other dams and some of the largest sewers of Portland, including the Brooklyn sewer. He also took contracts for building a number of steamboats, including the fastest stern-wheel boat in the world—the steamer Telephone, now running in California. He has built bridges, wharves, railroads, stone work, concrete work and, in fact, has contracted for work of almost every description. He has maintained a prominent position in business circles, and is now president of the St. John Shipbuilding Company, president of the Portland Sand Company, and a member of the firm of Paquet, Giebisch & Joplin Company, contractors. He has two pile drivers which he uses in contract work, two fish wheels at the foot of the Cascade rapids, and an eight hundred-acre ranch thirteen miles from Portland, and considerable property in Portland, all of which interests he continues to manage and still has time for occasional hunting and fishing trips, which constitute his chief source of rest and recreation. His life has, indeed, been a busy and useful one, and he occupies a prominent position among the contractors and business men of Portland.

On the 25th of December, 1870, in Oregon City, Mr. Paquet married Miss Mary Elizabeth Blottenberger, whose parents were of American birth, although the name is undoubtedly of German origin. In 1865 they became residents of Oregon. Mr. and Mrs. Paquet have three children: Mary, the wife of Albert E. Gebhardt; Joseph David, who married Clara Washburne and Francis Gilbert, sixteen years of age. They also reared a daughter of Mr. Paquet's sister, now twenty years of age.

While leading a very busy life, Mr. Paquet has found time to devote to public interests. He served as school director in East Portland for nearly six years and was chairman of the board when the cities were consolidated in 1891. He served as school clerk in Portland for a year and was a member of the port of Portland commission for about a year. He usually supports the republican party but does not hesitate to scratch from the ticket the name of a man whom he does not regard as well qualified for office. He is a strongly temperate man, never

using liquor or tobacco in any form, and the many sterling qualities which he has displayed throughout his entire life have gained for him the confidence, good will and high regard of those with whom he has been associated.

JAMES HENNESY MURPHY.

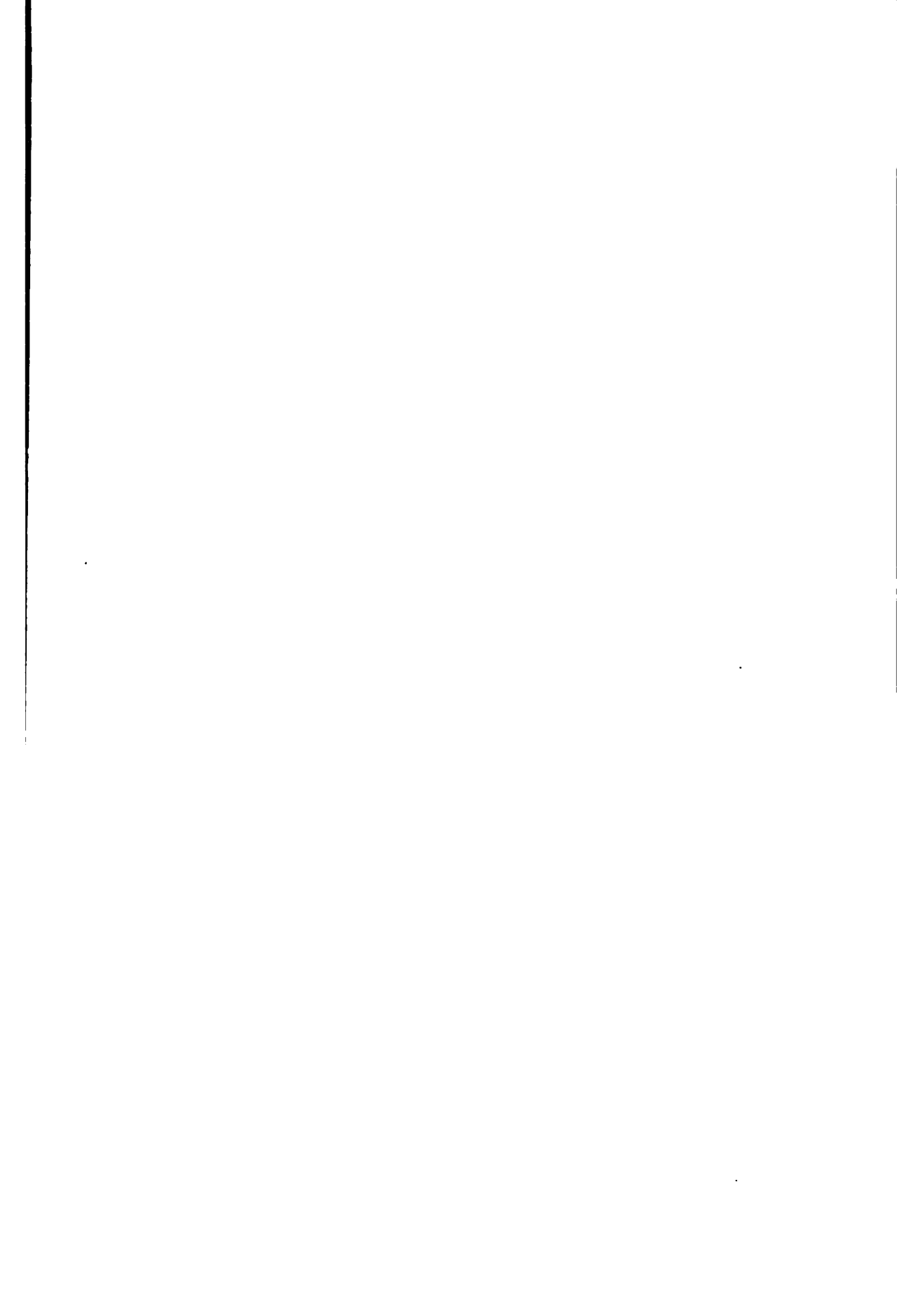
Among the lawyers of Portland none is more widely known in Irish-American circles than James Hennesy Murphy, who is not only an attorney but he is a traveler, a writer and a public speaker, being accredited by an authority as high as that of the official organ of the Benedictine Order in Oregon as being the best posted layman in the northwest on the history of the Roman Catholic church. He is of Irish descent and was born at Boston, Massachusetts, November 9, 1858. His father, Daniel Murphy, was a native of the city of Cork, Ireland. His sympathies and activities with what is known as the James Stephens movement caused Mr. Murphy to leave Ireland for America to escape the vigilance of the British government. He landed at Boston, where he entered business as a merchant tailor, in which he continued until his death in 1880. The mother of our subject, who was Hannah Hennesy before her marriage, was a native of Bandon, County Cork, Ireland. She died five years after her husband had been called away, in 1885.

James H. Murphy was educated in the Catholic parochial schools of Boston and later matriculated at Holy Cross College, a noted Catholic institution, at Worcester, Massachusetts. He took up the study of law in the offices of General B. F. Butler and Captain Clark, at Boston, but ill health, obliged him to seek outdoor life and he temporarily entered the journalistic profession, being aided largely by a knowledge of shorthand and telegraphy. He was one of those engaged in experiments in transmitting music over telegraphic wires under direction of Professor A. Graham Bell, inventor of the telephope, and Charles J. Glidden, who has since become famous in the development of the automobile and in aerial navigation. Attracted to new fields, Mr. Murphy visited Peru and Mexico, where he engaged in various enterprises. Returning homeward, he spent some years in Arizona, New Mexico and Texas, during which he made many observations and contributed extensively to eastern papers. In November, 1890, he arrived in Oregon and since 1894 has been engaged in law practice at Portland. He is known as one of the leaders of the Irish political movement in the northwest and a strong advocate of Irish national principles. As a speaker upon such subjects and as an exponent of Irish history he has a wide reputation. His study of these and relative topics has extended over many years and few native born Americans have devoted as much attention as he to those subjects. Mr. Murphy was married in 1885, at Lowell, Massachusetts, to Miss Elizabeth A. Mahon, who is in full sympathy with her husband in the work to which he has devoted years of his mature life.

The active temperament of Mr. Murphy has found expression not only in his profession and on the platform as an advocate of teaching Irish history in primary schools, which he regards as of great importance. He had charge of Dr. Hyde's visit to Portland in 1907 in the interest of the resurrection of the Gaelic language. He is president of the United Irish League of Oregon, a member of the American-Irish Historical Society and of the Ancient Order of Hibernians. He was a prominent figure at the Hibernian convention banquet held in Portland in July, 1910, an event of national interest to members of the order who were gathered from many quarters. He also had charge of the itinerary of Hon. T. P. O'Connor's northwest trip in October, 1910, from Vancouver, British Columbia, to Butte, Montana, in the interest of home rule for Ireland, which netted forty thousand dollars for Ireland's cause.



J. H. MURPHY



Mr. Murphy has been a close and ardent student of the writings of the late H. W. Scott, editor of the Oregonian, whose style he has copied in his many contributions to the press. He considers Mr. Scott one of the great minds of his day and generation, and upon the latter's death, Mr. Murphy's estimate of his literary merits and life work, published in the Catholic Sentinel, was conceded by competent judges to be one of the foremost of the hundreds of articles on that subject in keen insight of the character depicted and the literary merit of the article.

Mr. Murphy has always been a consistent democrat but has never yielded to any "fads or fancies" in politics. He stands for the old school and in whatever he undertakes he is governed by principles that he early imbibed and that have appealed to his mind as just and right.

WILLIAM A. CATES.

William A. Cates, long identified with agricultural interests in this section of the country and also recognized as a local leader of the democratic party, was born in Livingston county, Illinois, April 15, 1850. The first fifteen years of his life were there passed, and in 1865 he crossed the plains with his parents, the journey being made with wagons and teams. He is the son of Spencer and Phoebe (Cunningham) Cates, the latter a cousin of Grover Cleveland, her mother having been Elizabeth Cleveland, a sister of President Cleveland's father. The Cates family is one of long connection with American interests, the first representatives of the name coming from England to the new world in 1632. The ancestry is traced back four hundred years to the time of King Richard. Joseph Cates, braving the dangers of an ocean voyage during the period of early colonization in the new world, settled in Virginia. He had a brother who established his home in New England, but W. A. Cates of this review is descended from the Virginia branch of the family. Mrs. Elizabeth (Cleveland) Cunningham, the grandmother of W. A. Cates, had fifteen children and one hundred and two living grandchildren at the time of her death.

When Spencer Cates brought his family to the northwest he settled on a farm two miles east of Union, Oregon, on what became known as the old Cates homestead, and there followed general agricultural pursuits until his death, which occurred on the 16th of March, 1869. He was one of the two county commissioners elected to office at the first election following the organization of Union county, and was a man well known and well liked in his community.

W. A. Cates completed his education in Baker City Academy, from which he was graduated in 1873. Previous to this time, in 1871, he filed on the first claim in what is now Wallowa county. After his graduation he located at Union, Oregon, and served as deputy under his brother, R. S. Cates, who was county clerk. His mechanical genius and originality having resulted in the invention of a universal timepiece, he then traveled extensively over the United States introducing this for three or four years. At the end of that time he located on a tract of land where now stands the station of Telocaset. This place he homesteaded and established Telocaset postoffice and served as postmaster of the town for seven years, filling the office from the day of his arrival there until he left. In 1892 he came to Clarke county, Washington, and purchased twenty-four acres of land on Mill Plane, eight miles east of Vancouver. Here he set out twelve acres in fruit and devotes the remainder to the raising of grain. He is most progressive in all of his agricultural and horticultural interests, and his labors have been attended with that substantial measure of success which always follows unflinching industry and practical management. He has always believed that the agricultural community should keep pace in every way with the town life and in 1896 he organized the East Mill Plane Telephone Company, of which

he has since been the president. During the Indian wars of 1878 he became second lieutenant of a company of home guards at Union, Oregon, for the protection of the settlers against the Bannock Indians.

In 1874 Mr. Cates was married at Baker City to Miss Carrie Adeline Barlow, a daughter of George Barlow, who settled at Barlow Landing in Cowlitz county, Washington, in 1852. Mrs. Cates was born in 1856 and died September 12, 1906. They were the parents of five living children: George Calvin, a mechanic of Vancouver; Ison B., a teacher in the public schools of Tacoma, Washington; J. Elmer, who was graduated from Harvard University on the 29th of June, 1910, and is to take up ministerial work; Ida C., the wife of F. B. Deubell, of Detroit, Michigan; and Mary Elma, the wife of S. W. Fisher of Fisher, Washington.

Mr. Cates is a democrat in his political views and has been active in the work of the party. For a period, however, he severed his allegiance thereto, and in 1878 was candidate for the office of secretary of state of Oregon on the greenback ticket. To him has been accorded the election of Solomon Hirsch state treasurer of Oregon in 1878, by throwing Union county's greenback vote to him, and defeating A. H. Brown. He has taken a very active and helpful part in promoting democratic politics in this section of the country since he located in Vancouver. However, he has at times refused to serve as a delegate to the state conventions for he dislikes the turmoil therein. He prefers a quiet life, finding greater pleasure in directing his efforts in agricultural and horticultural lines, his persevering labors therein bringing him a substantial measure of success.

JOHN McCRAKEN.

John McCracken, closely identified with Portland for sixty years as manufacturer, merchant, federal official, legislator, banker, churchman, philanthropist, is the oldest living of that remarkable group of far-sighted men of the earliest days who contributed so much to the foundations of the city's present greatness and to a large extent brought about the transformation from crude trading post to the beautiful Portland of today.

He was born in London, England, July 11, 1826, the son of John and Sarah (Pigeon) McCracken. Of Scotch ancestry, his father was born in Dublin, Ireland, went to London in early manhood and became identified with mercantile interests. With his family he came to America in 1832, settling in New York, where he established himself in business and resided there until his death.

Left an orphan at eleven years of age, John McCracken made his home for the following five years with Gilbert Emmons, a farmer near East Haddam, Connecticut, and received his education in a boarding school at that place. He gained his first business experience in the store of Alford Emmons at Fiskville, Rhode Island, and in 1846 went to New York, where he remained until 1849. Stories of great fortunes in the California mines led him and several associates to form the Greenwich & California Mining & Trading Company, of which he was made vice president. In March, 1849, having purchased the two hundred and eighty ton sailing vessel *Palmetto*, which they loaded with a cargo of provisions and supplies, the party of forty-two members started on the voyage around the Horn to San Francisco. Stopping for eleven days at Rio Janeiro and at Valparaiso for a week, they arrived after a voyage of six months, at San Francisco, September 7, 1849.

Many of the men were practical mechanics, and the wages of forty-eight dollars in gold per day proved so tempting that the company was disbanded and Mr. McCracken with one or two others, left to settle up the affairs of the company. The lumber for a house they had brought from New York sold for three

hundred and fifty dollars per thousand feet. Later he went to Stockton, where he engaged in freight teaming for a time and then went to the southern mines. In 1850 he engaged in the business of furnishing supplies to the mines in Calaveras county but at the end of a year disposed of his interest to his partners and went to San Francisco, intending to locate in San Jose.

While on the journey, however, he met a stranger from Oregon, who gave such growing accounts of the country that he determined to come to the Columbia river. Taking passage on the sailing vessel Ocean Bird, he arrived at Oregon City in November, 1850, where he soon purchased a one-fourth interest in the Island Mills from R. R. Thompson and became associated with General Joseph Lane and sons, who owned the other three-fourths of the property. Just as he had become fairly settled in this new venture a disastrous flood came down the river, wrecking the mills. The partners had invested heavily in wheat at five dollars per bushel, and a sudden slump in the flour market found them with a large supply of wheat which they could sell only at a great sacrifice. However, the mills were rebuilt and resumed operation.

Mr. McCracken found time, in 1851, even in the shadow of financial difficulties, to go to Salem and become an active candidate for chief clerk of the house. He acquired a reputation in the territory as a staunch and resolute citizen and was appointed by President Buchanan as United States marshal, serving in that capacity to the end of Buchanan's administration. His was the third appointment to this position, his predecessors having been Joseph Meek, the celebrated scout and Indian fighter, and J. W. Nesmith.

During the Indian war of 1855-6 he served as quartermaster-general with rank of colonel. In 1856 he entered the commission business in partnership with J. R. Richards, the house operating both in Portland and San Francisco. Mr. Richards lost his life on the steamer Brother Jonathan, and Mr. McCracken conducted the business for a time alone. He later became interested in the grocery and supply business and has been for many years the head of the John McCracken & Company, extensive handlers of wholesale builders supplies. He was for many years associated with the Commercial National Bank as stockholder and director and was largely interested in the smelting works at Linton, Oregon.

A republican, he served as member and president of the city council for several terms. In 1891-1893 and again in 1901, he was member of the state legislature, and was instrumental in promoting legislation directly affecting Portland interests. A Mason of long standing, he was initiated into the order in this city, served as master, was for two terms grand master of the Grand Lodge of Oregon, and two terms was grand high priest of the Grand Chapter of Oregon; has served as eminent commander of Portland Commandery, and was elected to the honorary thirty-third degree. He is a member and one of the founders of the Chamber of Commerce and member of the Commercial Club. A member of Trinity Episcopal church, he has been for many years senior warden, and is the only one of its first vestrymen living.

In 1855 Mr. McCracken married Miss Ada Panbrum, who is a daughter of Pierre Panbrum, early factor of the Hudson's Bay Company, and one of the very early pioneers of Walla Walla, where he settled in 1843, and served the Hudson's Bay Company for many years. Six children were born to Mr. and Mrs. McCracken. They are: Mrs. Charles Hurley of Tacoma, Washington; E. Henry, associated as manager with his father's business in Portland; James R., who has retired from active business and resides on his fruit ranch at White Sun, Washington; Robert G., of Portland; John, who resided at San Francisco, where he died, aged thirty-five years; and Fritz, who died in infancy.

Mr. McCracken has been for some years retired from active business life and is to a large degree a spectator of the scenes in which, during a long and busy career, he has been a conspicuous figure. Few men living in Oregon today have seen more of the wonderful progress of the past sixty years, and still fewer have

contributed so much to that development. Thrown upon his own resources when but a boy of eleven, he has by industry, a natural talent for business, rare ability in gaining and retaining the confidence of others, and a capacity for endurance possessed by few men; overcome many obstacles and has been for many years recognized as one of Portland's leading citizens. Genial, affable, generous, his purse has always been open to any worthy charitable cause, and few men have given more liberally of their means. Crowned with the honors of eighty-four years, he is freely accorded a place in the list of Portland's grand old men.

JOHN O'HARE.

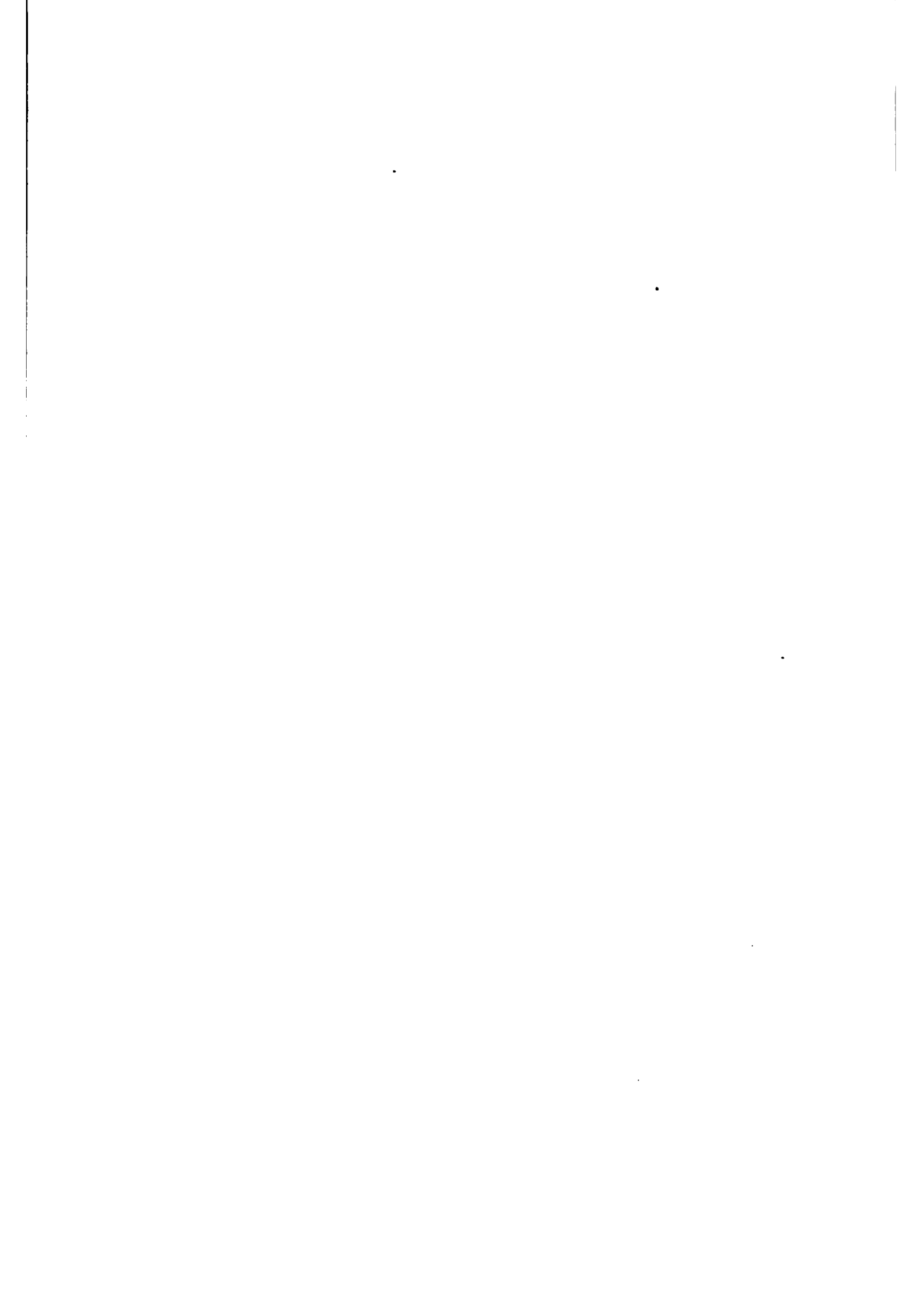
The building of Portland represents the combined activities of many hundreds of men who under the direction of skilled and competent contractors are day by day adding to the modern structures whose solidarity and beauty are fast winning for Portland recognition not only as one of the most attractive cities of the coast but of the entire country. Time was when a single contractor did practically all of the work in connection with a building, even shaping his own window frames and doors. Now brickwork, stonework, carpentry, plastering, interior decoration and painting are all done by different individuals, each having a separate and well developed trade. John O'Hare is one of the pioneer plastering contractors of Portland, whose business is now extensive and profitable. He was born in County Armagh, Ireland, October 28, 1843, and came to America when about twenty-six years of age. His parents were Peter and Mary O'Hare. The father followed farming and was also a contractor in the grading of roads. He died, however, at the early age of thirty-nine years.

At the usual age John O'Hare entered the public schools but his father's early death compelled him to start out in life on his own account when he was still quite young. He was less than sixteen years of age when he began to learn the plasterer's trade, becoming familiar with every phase of the business. He also served a part of his term of apprenticeship in the cast shop, the department where plaster of paris casts are made for decorative work. He was employed as journeyman in Ireland before he came to America, but he heard favorable reports concerning the new world, its opportunities and the good wages paid for labor. The story proved to him too attractive to resist. He was one of the first of the family to cross the Atlantic, but later his mother, brothers and sisters followed him.

On reaching the United States, Mr. O'Hare settled first in New York city, where he followed his trade, working as journeyman from his arrival in 1870 until 1874. He then left the eastern metropolis for San Francisco, where he remained for a number of years, going thence to Portland in 1880. He crossed the continent in one of the old time emigrant trains run by the Southern Pacific. After removing to Portland, he secured employment as journeyman, continuing in the service of others for about eight years, when in 1888 he began contracting. As journeyman he worked on the Lincoln high school and also on the state-house at Salem. After he became a contractor he was connected with the construction of many important buildings, having plastering contracts for the Methodist Episcopal church, the Mohawk building, at the southeast corner of Morrison and Third streets, owned by the Corbetts, the United States National Bank, the First National Bank building and the Jewish synagogue. He also did the plastering in St. Vincent's Hospital, the Jefferson high school, the Marquam building and in the home that was built by the Sisters of the Holy Name at Oswego. He was also awarded the plastering contract for the new courthouse, which is in process of erection in Portland at the present time. Among his more recently completed contracts was the Baker Theatre and the building lately erected by Daniel McKay at Third and Yamhill streets. He stands as a leader in his es-



JOHN O'HARE



pecial line of work in Portland and a liberal patronage is continually accorded him.

On the 1st of January, 1889, Mr. O'Hare was united in marriage to Miss Mary Moren, a daughter of Michael and Jane (King) Moren, and a native of County Roscommon, Ireland. Of the six children born unto them one died in infancy and the others are: Mary Jane, Vincent John, Anna Elizabeth, Alice Virginia and Francis Edward. The parents and children are members of the Catholic church and Mr. O'Hare is a prominent member of the Ancient Order of Hibernians, serving as its state president for six years. He is also connected in membership relations with the Ancient Order of United Workmen, and he has an interesting military chapter in his life record, for he was formerly a member of the Oregon National Guard and in 1884 was commissioned by Z. F. Moody as captain after having previously served as lieutenant of Company B, Second Brigade, First Regiment, known as Emmet Guards. His military training is noticeable in his bearing and he always feels a deep interest in the military organizations of the state.

Ever loyal to his adopted land, Mr. O'Hare has never regretted his determination to come to America, for he regards business conditions here as superior to those in the land of his birth, and in the improvement of the opportunities which have come to him he has worked his way upward from a humble position to one of affluence.

PERRY G. BAKER.

In a history of those who have been factors in the life of Portland, definite consideration should be paid to Perry G. Baker, for he and his wife were the first couple ever married in Multnomah county, and with many events which marked the early progress of this section he was associated. A native of Virginia, he was left an orphan when very young. His father was a blacksmith in the Old Dominion, and in his youthful days Perry G. Baker assisted his father in the shop, which was located on an Indian reservation in that state. The educational advantages which Perry G. Baker received were those afforded by the public schools of Virginia, and he remained a resident of his native state until early manhood, when he came to Oregon in 1854, his brother, William Baker, having already taken up his abode. Perry G. Baker was one of the early contractors here, doing much street work. He also dug the foundation for the first free school in Portland, and was awarded contracts for improving several of the principal streets of the city. He continued in that business until a few years prior to his death, when he retired and gave his supervision to his property, for he had invested in real estate from time to time until his holdings were quite extensive. The income from his property in later years was quite substantial and relieved him of the necessity for close attention to business which was so necessary in his earlier residence here.

Mr. Baker was married at St. Johns to Miss Maria Loomis. The wedding ceremony, performed January 11, 1855, by Solomon Richards, justice of the peace, was the first ever celebrated in Multnomah county. Mrs. Baker was born July 18, 1835, a daughter of James and Sarah Loomis, who crossed the plains from Missouri in 1844. They had formerly resided in the east. On reaching Oregon they settled near St. Johns, where the father took up a donation claim, and both he and his wife remained on that property until called to their final rest. Mr. Loomis became one of the early merchants of St. Johns and also of Portland. Unto Mr. and Mrs. Baker were born nine children. Sarah E. married William Everson of Portland, but both are now deceased. They had three children: Lottie, who married Dr. Hokem and has three children, Blair, Roger and Marion; Cora, who married Mr. Cousins and has one child, Harriet; and

to quantity and yet there is always promptness in filling orders and meeting the demands of the trade.

On the 25th of September, 1892, Mr. Smith was united in marriage to Miss Lida Roberts of Indiana, and they now have seven children, namely: Marguerite, Forrest, Marion, Francis, Donald, Eva and Willard. Mr. Smith has never sought prominence outside the field of business but in developing his industrial interests displays marked energy, determination, resolute purpose and laudable ambition. He knows that unremitting labor is the basis of success and thus closely applies himself to his business affairs, and thereby is winning well merited prosperity.

CHARLES P. HOLLOWAY.

Twenty-seven years' connection with the United States mail service stands as incontrovertible proof of both ability and fidelity on the part of Charles P. Holloway, who is now filling the responsible position of superintendent of mails of the Portland postoffice. There are other chapters in his life record equally creditable. One particular, covering the period of his service in the Civil war, is deserving of more than passing notice.

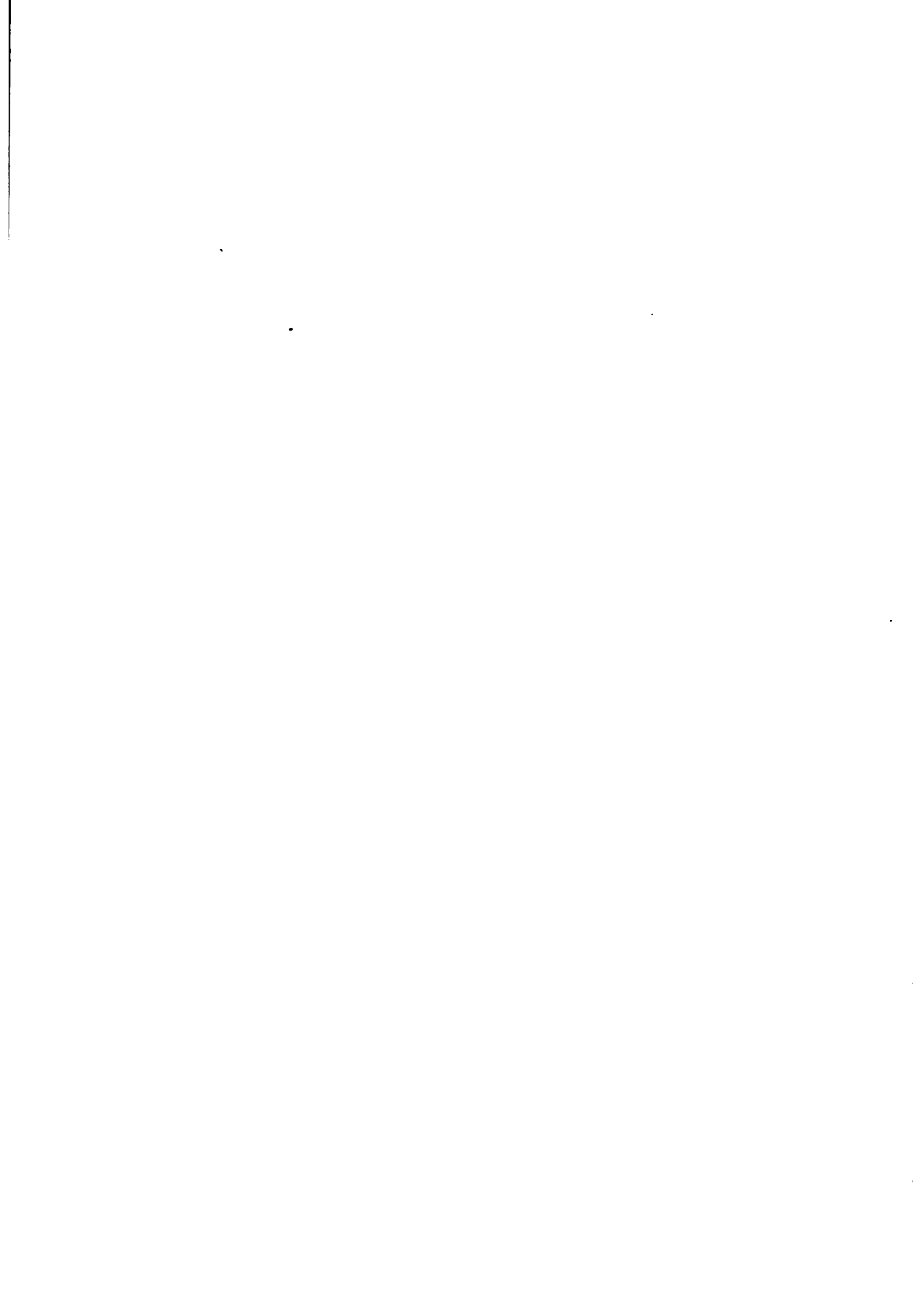
A native of Richmond, Wayne county, Indiana, he was born on the 10th of October, 1849, a son of David P. and Jane A. (Paulson) Holloway. The father was a very prominent politician and publisher in Indiana. By appointment of President Lincoln he served as commissioner of patents from 1861 until 1865 and remained in Washington, D. C., as a patent attorney until his death.

Charles P. Holloway acquired his education in the public schools and remained at home until after the outbreak of the Civil war, when his patriotic spirit was aroused by the continued attempt of the south to overthrow the Union and he joined the Federal troops on the 8th of February, 1862, enlisting from Marion county to serve for three years or throughout the war. He was mustered into the United States service at Newmarket, Kentucky, February 8, 1862, as a private of Company C, Fifty-seventh Regiment of Indiana Volunteer Infantry, under command of Colonel John W. T. McMullen. He had three brothers who were also soldiers of the Union army, John M. Holloway having been engaged in active duty with Company L, Sixth Indiana Cavalry, in which he served as first lieutenant, while Harry C. Holloway was captain and commissary of subsistence in the Iron Brigade, and Allen T. Holloway served with the Eighty-fourth Indiana Volunteers. Colonel William R. Holloway, the fourth brother, was private secretary to Governor Morton, the war governor of Indiana, and now resides in Indianapolis, where he was postmaster and managing editor of the Indianapolis Journal.

From the time of his enlistment Charles P. Holloway was continuously on active duty with his regiment. The Soldiers and Sailors Historical and Benevolent Society gives the following record: This regiment was recruited in the fifth and eleventh congressional districts and was mustered into the United States service at Richmond, Indiana, November 18, 1861. December 10th it moved to Indianapolis, where it remained until December 23d, when it moved to Louisville, Kentucky, and reported to General Buell. Here it was assigned to the Sixth Division of the Army of the Ohio, then organizing at Bardstown, Kentucky, to which place the regiment marched. Soon afterward it moved to Lebanon, hence to Munfordsville, Kentucky, thence marched to Nashville, Tennessee, arriving there early in March, 1862, and remained there refitting and drilling until March 21, when it moved to Pittsburg Landing, arriving on the battlefield of Shiloh April 7th, and soon became actively engaged. It participated in the siege of Corinth, Mississippi, April 30th to May 30, 1862, then marched into North Alabama, where it remained until the middle of July, 1862, when it marched again into Middle Tennessee, remaining on duty near Tulla-



CHARLES P. HOLLOWAY



homa and McMinnville, until about September 1st, when it started on the campaign against Bragg in Kentucky, and participated in the battle of Perryville or Chaplin Hill, Kentucky, October 8, 1862. It returned to Nashville, Tennessee, December 1st, and remained there during that month, being frequently engaged in skirmishes while guarding forage trains. At the battle of Stone river or Murfreesboro, Tennessee, December 31, 1862, to January 2, 1863, the Fifty-seventh suffered severely, and greatly distinguished itself. It remained in camp near Murfreesboro until June 24, 1863, when it started on the Tullahoma campaign, after which it remained in camp near Pelham until August 16, 1863, then started on the Chattanooga campaign. It participated in the battle of Chickamauga, Georgia, and Missionary Ridge, Tennessee, having been assigned to Sheridan's (Second) Division of the Fourth Corps. It formed part of the column sent to the relief of Burnside at Knoxville, Tennessee, during the winter of 1863-64, which campaign was unequalled for hardships and privations. January 1, 1864, the regiment veteranized and in March the men went home on furlough. It rejoined the Fourth Corps May 5, 1864, and took part in the the Atlanta Campaign, including engagements of Rocky Face Ridge, Resaca, Adairsville, Dallas, New Hope Church, Kenesaw Mountain, Peach Tree Creek, siege of Atlanta, and Jonesboro, Georgia. It pursued Hood into Alabama and afterward formed part of General Thomas' army which resisted the rebel invasion of Tennessee. It participated in the battle of Franklin, November 30th, sustaining a severe loss especially in prisoners, and also in the battle of Nashville, Tennessee; December 15-16, 1864. It encamped at Huntsville, Alabama, several months, and in April, 1865, moved to Bull's Gap, East Tennessee, thence to Nashville, where it remained until July, then moved to Texas, where it was engaged on guard and garrison duty until December, 1865, when it was mustered out.

"The said Charles P. Holloway was with the Fifty-seventh Indiana until after the battle of Murfreesboro, Tennessee, when he was honorably discharged for promotion as second lieutenant in the Bocking's Greek Fire Battery, Light Artillery, but that organization disbanded.

"He reenlisted on the 11th day of March, 1864, at Indianapolis, Indiana, to serve three years or during the war, and was mustered into the United States service as a private of Captain Press J. O'Bannon's Company C, Seventeenth Regiment Indiana Volunteer Infantry, Colonel John T. Wilder commanding.

"The Seventeenth Indiana Infantry was organized at Camp Morton, Indianapolis, during May, 1861, and was mustered into the United States service on the 12th of June, 1861, for three years' service. July 1st, the command moved to Parkersburg, Virginia, via Cincinnati, Ohio, and on the 23d proceeded to the north branch of the Potomac river, and until August 7th was engaged in constructing the fortifications known as Camp Pendleton. October 3d, took part in the battle of Green Brier, Virginia, losing one killed. On the 12th of March, the regiment arrived at Nashville, Tennessee, and on the 29th proceeded to Shiloh, reaching there just after the battle of that place, and proceeded with the brigade to Corinth, Mississippi, taking an active part in the siege operations there. Upon the evacuation of Corinth, pursued the enemy to McMinnville, where it overtook Forrest, attacked and routed him. The regiment was assigned to Crook's Division, Cavalry Corps, Army of the Cumberland, and during the winter of 1862-63, while encamped at Bardstown, near Louisville, Kentucky, it was mounted and armed with Spencer rifles, with which effective weapons each man became the equal of sixteen rebels. June 24th, the command moved to Hoover's Gap, where the Seventeenth gallantly repulsed several attacks by the rebels, captured seventy-five prisoners, one hundred and twenty-five stands of arms, driving the enemy to Manchester; it proceeded on a raid through Tennessee, scouting the country in many directions, and engaging in many skirmishes

and expeditions during the summer and fall, in the vicinity of Chattanooga and Chickamauga; September 19th and 20th, the command was actively engaged in the battle of Chickamauga, Georgia, capturing a great number of prisoners and arms. October 7th, engaged at Shelbyville, and until January, 1864, the regiment participated in numerous skirmishes and raids. January 4, 1864, two hundred and eighty-six men of the regiment reenlisted as veterans, and after a veteran furlough the command returned to Nashville, Tennessee, April 25th, and it joined Sherman's Army then on the march to Atlanta, May 10th, and from this time on until October 31st, the Seventeenth was actively and constantly engaged in the cavalry and scouting operations incident to the march upon and capture of Atlanta, and the pursuit of Hood's retreating army northward. During this campaign the command was conspicuously engaged at Pumpkin Vine Church, Big Shanty, Belle Plain Road, Kenesaw Mountain, Marietta, Chattahoochie river (being the first troops to cross this stream), Stone and Goshen. November 1st, the regiment left Rome, Georgia, for Louisville, Kentucky, where it was remounted, and on January 8, 1865, reached Nashville, Tennessee, whence it marched to Gravelly Springs, Alabama. March 12th it marched with General Wilson's Cavalry command into Alabama, taking part in engagements at Ebenezer Church, Selma, Alabama and Macon, Georgia, where it captured three thousand prisoners, including four generals; the command, performing post duty, remained in camp at Macon, Georgia, until mustered out of the United States service August 8, 1865.

"The said Charles P. Holloway was promoted to corporal of Company C, Fifty-seventh Indiana, and to quartermaster of the Seventeenth Indiana. He bore a gallant part in all engagements of the Seventeenth Infantry beginning with Nashville, Tennessee, and rendered faithful and meritorious service to his country. He received a final honorable discharge at Indianapolis, Indiana, on the 8th day of August, 1865, by reason of close of war."

Upon the close of the war Mr. Holloway made his way to San Francisco, California, arriving in that city on the 22d of February, 1866. He entered the service of the Wells Fargo Stage Company as a messenger in overland staging, acting as messenger for the superintendent and later became a driver, remaining with the company until September, 1868. This proved a thrilling experience. Subsequently he entered the employ of Hill Beachy at Winnemucca, Nevada, in pony express work with the Silver City stage line, remaining with that concern until 1872. This also proved a very exciting life, for he had many encounters with Indians, bandits, etc. He next went to Los Angeles, California, and entered the employ of the Telegraph Stage Company as driver, acting in that capacity until the completion of the Southern Pacific Railroad. Afterward he served the Oregon California Stage Company at Yreka, California, for six months and then became connected with the Utah, Oregon & Idaho Stage Company, from Huntington to Baker City, Oregon, continuing therewith until he came to Portland in 1883.

Entering the government service in 1883, Mr. Holloway was appointed railway mail clerk, which position he continued to fill for twelve years. On the expiration of that period he was promoted to the position of superintendent of mails and has since acted in that capacity, being now in the Portland postoffice in that connection. No higher encomium of his ability and loyalty could be given than the fact that he has been so long retained in the office. In his present position he manifests excellent executive ability and has carefully systematized the work of his department, so that there is no delay or loss of time in any particular.

On the 18th of April, 1888, in Hailey, Blaine county, Idaho, Mr. Holloway was united in marriage to Miss Bessie Heron, and unto them has been born a daughter, Mamie. Mr. Holloway's interest in military affairs did not cease with his active service at the front. He has filled all of the offices in the local organization of the Grand Army of the Republic, and for ten years was honored with

the position of commander in the U. S. Grant Post, No. 17, at Huntington, Oregon. His membership is now in Sumner Post, No. 12, G. A. R. He stands as one of the prominent representatives of the order in Oregon, having been junior vice department commander of the state in 1891, while for three years he was chief mustering officer of the department and in 1898 was department commander of the Department of Oregon. He also served as aid-de-camp to the national commander, I. N. Walker. Mrs. Holloway is widely interested in the work of the ladies' auxiliary organization and has held the office of senior vice president in Sumner Corps, No. 21, W. R. C. She is also connected with the Women of Woodcraft. Both Mr. and Mrs. Holloway are well known in Portland, where personal qualities have won them high regard, gaining them the enduring friendship of many with whom they have come in contact.

JOHN WAGGENER, JR.

Although the Waggener family is of Holland origin, it has been so long represented in this country as to be distinctively American. In the year 1688 Wilhelm Waggener took passage from Holland with William III for England, and about 1700 emigrated to America, settling first at Jamestown, Virginia. His son William participated in the battle in which Braddock met defeat and served as a lieutenant under General Washington during the Revolutionary war. He did valiant service in the cause of liberty and was present at the surrender of Cornwallis at Yorktown, Virginia. His son Herbert Waggener was born in Culpeper county, Virginia, where in 1799 occurred the birth of his son Burgess Waggener. The mother of Burgess Waggener bore the maiden name of Willis. In 1812 the family was established in Adair county, Kentucky, where James S. Waggener, son of Burgess Waggener, was born in 1821. His mother bore the maiden name of Shipp and came from the Yadkin country in North Carolina. James S. Waggener accompanied his parents to Shelby county, Indiana, in 1824, and after living for many years in that state removed in 1846 to Iowa. He was postmaster at Knoxville, Iowa, during the period of the Civil war and subsequently served as postmaster at Greenfield, that state. In 1840 he was married to Malinda Allen, who was born in Kentucky in 1821. After residing for about three decades in Iowa, James S. Waggener came with his family to Oregon, in December, 1875, and was prominent in the public life of the community in which he made his home. He served as treasurer of Washington county, this state, for two terms and a part of the third, after which he resigned on account of illness. He died in Vancouver, Washington, December 2, 1907, while his wife passed away at Hillsboro, Oregon. They were the parents of twelve children, of whom four sons served in the Civil war, the eldest dying in the Andersonville prison.

The ancestry of the Allen family can be traced back to a remote period. The father of Mrs. Malinda (Allen) Waggener was Joseph Allen, who was a soldier at the battle of New Orleans and claimed direct descent from Ethan Allen of Revolutionary war fame. The family, of Scotch-Irish lineage, removed from Vermont to Kentucky. The maiden name of Mrs. Joseph Allen was Gillespy. The Waggener family was also represented in the war of the Revolution by Andrew Waggener of Virginia, who became a captain of the Twelfth Virginia on the 20th of June, 1776. He was transferred to the Eighth Virginia, September 14, 1778, and became major, December 15, 1778; was taken prisoner at Charleston May 12, 1780; and retired February 12, 1781. He died May 27, 1813. Henry Waggener of Pennsylvania, was made a second lieutenant of the Second Pennsylvania line in January, 1777, became first lieutenant on the 11th of March, 1779, and resigned on the 3d of May of that year.

John Waggener, Jr., acquired his education in the common schools of Iowa and was reared to farm life, early becoming familiar with all the duties and

labors that fall to the lot of the agriculturist. In harvest time he was a sack sewer and he did all kinds of work, including sawing logs and felling trees. Through the period of his youth and early manhood he also clerked in a store and warehouse, kept books, was agent for a railway company and spent five years in the mail service. He came with the family to Oregon, and in December, 1883, embarked in the book, stationery and music business at Vancouver, Washington, where he continued until September, 1909, when he sold out. Twenty-six years' connection with the trade indicates something of the success which attended him during this period. He enjoyed a gradually increasing business and a liberal patronage brought him a substantial financial return. During that period he was also active in public life, having been elected county treasurer in 1895 for a term of two years, during which period Clarke county was placed on a cash basis. As time passed on and he prospered, Mr. Waggener made investments in real estate and is now the owner of property both in Washington and Oregon. Several years ago he took up photography, and is now making scenic photography of the Pacific coast his work and "hobby." With the thoroughness which characterizes him in all things, he has attained a high degree of efficiency in the art, many of his views equalling if not surpassing the best that has been done in this line in the northwest.

On the 31st of January, 1883, in Hillsboro, Oregon, Mr. Waggener was married to Miss Emma J. Yale, a daughter of James Yale. She was born in the province of Quebec, Canada, and came to Oregon in 1880. Here she followed teaching, and held the position of assistant principal in the Hillsboro schools. Her ancestry is traced back to Wales on the paternal side and to Scotland in the maternal line. Unto Mr. and Mrs. Waggener were born five children: Besie, the wife of John E. Moseley; Juanita, who died when six months old; Norine, who is engaged in teaching piano and voice culture; and Verner and Pauline, at home. The family are prominent socially in Vancouver, where their home has been maintained continuously for more than twenty-seven years.

Mr. Waggener is a supporter of the republican party and a member of the Commercial Club of Vancouver. In the Woodmen of the World he is a past consul and has also held the position of clerk several times in the organization known as Women of Woodcraft. He has a wide acquaintance in Vancouver and this part of the country, where well directed labors have brought him gratifying success. The spirit of commercialism, however, has not dominated all else, for in his photographic studies is seen the expression of artistic talent and skill, for the development of which he has found time and opportunity.

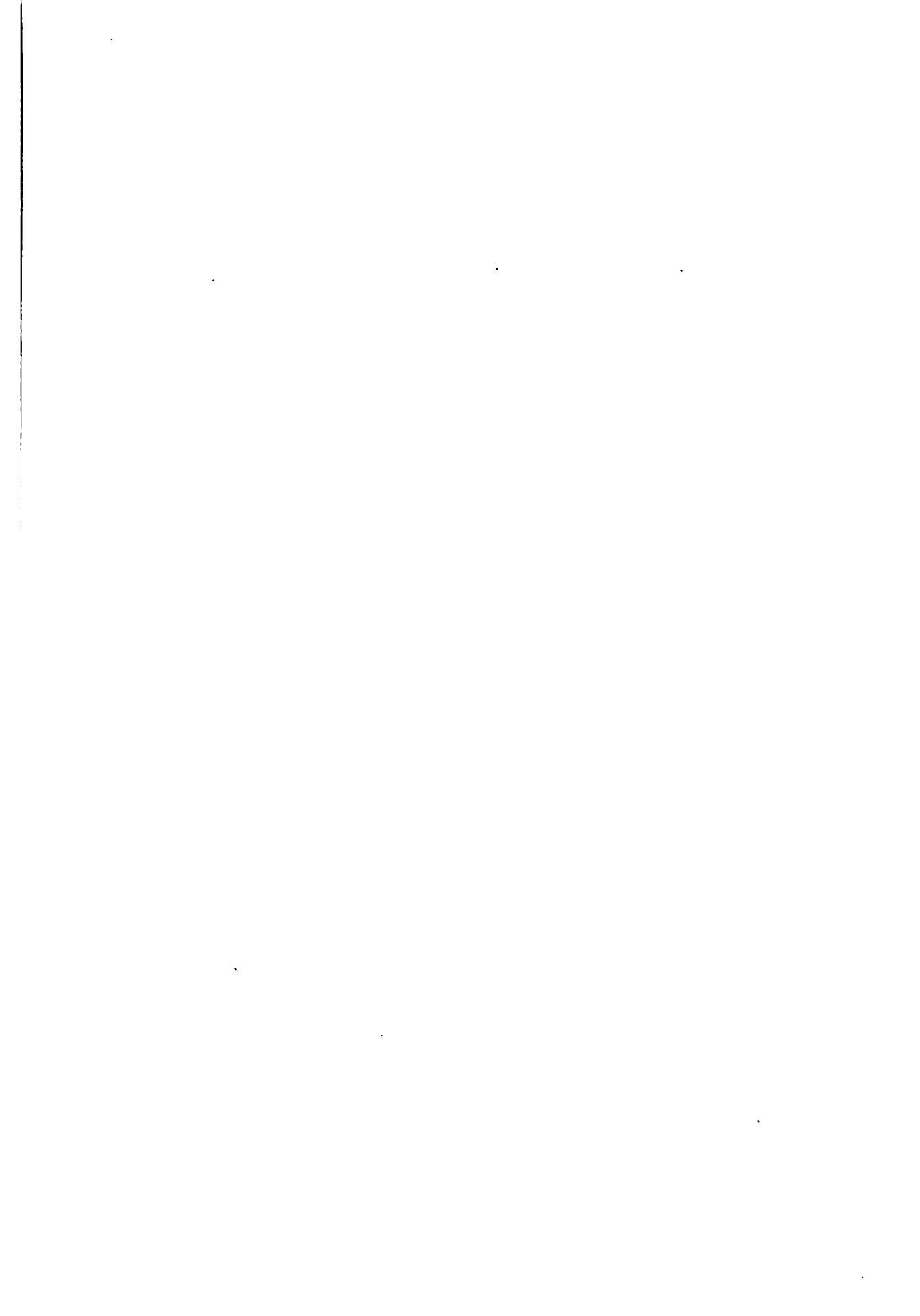
HON. GEORGE WICKLIFFE McBRIDE.

The list of the leading citizens of Oregon contains the name of the Hon. George Wickliffe McBride, one of the representative and honored residents of Portland. To him has been entrusted important public service. His name is indelibly inscribed upon the pages of the history of the legislative and executive departments of the state, in which connections he has left tangible evidence of his loyalty to and helpful support of the commonwealth.

Ancestral records establish the fact that the McBride family is of Scotch-Irish lineage and early representatives of the name, coming from the north of Ireland to the new world, settled in the south. The father of our subject was James McBride, a son of Thomas McBride and a native of Nashville, Tennessee, where he was born February 9, 1802. He acquired his education in that state and after his school days were over began reading medicine under a physician in his home locality. When a young man he went to Missouri, settling near Springfield, that state, where he engaged in the practice of medicine for a number of years. While residing there, on the 20th of June, 1830, he married Miss Mahala Miller, a daughter of Philip Miller. She was born September 26, 1811.



GEORGE W. McBRIDE



In the year 1846 Dr. McBride started with his wife for Oregon. The previous year he had visited Texas but believing that better opportunities were furnished on the western coast than in the south, he turned his face toward the setting sun and after about six months' travel across the plains with ox teams, reached Oregon City. Already a flourishing little pioneer settlement had developed there but Portland was as yet unknown. Dr. McBride was the missionary spirit of this region, giving generous aid and assistance to the newcomers and enabling many to secure homes in this section of the state. The most far-sighted did not dream of railroad construction here, for all transportation was by means of wagon travel or by the waterways. Dr. McBride and his wife soon left Oregon City for Yamhill county, reaching their destination on Mrs. McBride's birthday. The Doctor took up a donation claim, built a log house and log barn and lived upon that place until 1863. He took an active part in political affairs but his attention was principally given to the care of the sick in the exercise of his professional skill. For over forty years he engaged in preaching as a minister of the Christian church but would receive no compensation for that work. He became quite famous both as a preacher and physician and was, moreover, the first territorial superintendent of schools in Oregon. He likewise served as United States minister to the Hawaiian islands from 1863 until 1866. After his return he engaged in merchandising at St. Helen, Oregon, investing in the business there, although he left its active management to others. In 1867 he removed with his family to St. Helen and there resided until his death, which occurred December 18, 1875, his remains being interred in the Masonic cemetery at that place. His wife passed away on the 23d of February, 1877, and was laid to rest by the side of her husband.

They were the parents of fourteen children. Martha, deceased, was the wife of S. C. Adams, who has also passed away. She was born on the 12th of May, 1831, and was called to her final rest on the 16th of December, 1882. John R., whose birth occurred on the 21st of August, 1832, died in August, 1904. He served as a representative in the Oregon legislature and from 1862 until 1864 was representative in congress. Subsequently he acted as chief justice of Idaho for several years but resigned that position in order to take up the practice of law. He was a member of the constitutional convention of Oregon and also a member of the first state legislature. Alvira Josephine, born March 3, 1834, gave her hand in marriage to Benjamin D. Butler and died on the 2d of May, 1910. Louisa A., who was born on the 16th of March, 1835, became the wife of George L. Woods, formerly governor of Oregon, and she still resides in Portland. Lucinda M., who was born on the 9th of June, 1836, is the widow of Charles G. Caples and resides at Santa Barbara, California. Nancy E., whose birth occurred on the 9th of September, 1837, first became the wife of W. B. Morris and after his death wedded W. H. Dolman, of Portland, where she now resides. Mary C., born April 3, 1839, gave her hand in marriage to F. D. Holman and both are now deceased. Emily L., who was born on the 21st of May, 1841, and died on the 7th of April, 1901, was the wife of D. J. Yeargain. Judith, whose birth occurred on the 30th of September, 1843, is the widow of Alanson Smith. Thomas A., born November 15, 1847, is judge of the supreme court of Oregon. James H., whose birth occurred on the 23d of January, 1849, is a practicing physician of Pasadena, California. He is a physician of noteworthy attainments and has held many positions of honor and responsibility in his profession. Susan E., who was born on the 21st of July, 1850, gave her hand in marriage to B. F. Giltner and passed away on the 11th of February, 1899. Ellen V., born on the 23d of May, 1852, died on the 5th of August, 1866.

The youngest member of the family is George Wickliffe McBride, who was born on the homestead claim in Oregon, March 13, 1854, and has always lived in this state. He attended the public schools of Yamhill county and of St. Helens,

afterward spent a year in the preparatory department of the Willamette University and also attended Christian College at Monmouth, Oregon, for two years. His school days being over, he followed general merchandising at St. Helens for about nine years and while in the store devoted his leisure hours to the study of law. He was accounted one of the leading and prominent citizens of his locality and his fellow townsmen gave expression of their appreciation of his ability and public-spirited citizenship by electing him to the state legislature, where he proved a capable and prominent member, acting as speaker of the house in 1882. In 1886 he was elected secretary of state for a term of four years and that his first term was endorsed by public opinion is indicated in the fact that he was reelected in 1890. Five years later he was elected by a republican legislature to the United States senate, where he served for six years, his term ending March 4, 1901. He was appointed and served as a member of the national commission for the Louisiana Purchase Exposition at St. Louis. He received his appointment in March, 1901, and filled the office until July, 1905, since which time he has lived retired.

On the 24th of May, 1902, in New York city, Mr. McBride was married to Miss Laura W. Walter, a daughter of Charles and Catherine (Porter) Walter, who had come to Oregon in 1879. Mrs. McBride has for many years taken an active and helpful interest in the numerous charities with which she has been identified.

Mr. McBride belongs to the Masonic fraternity, in which he has attained the thirty-second degree of the Scottish Rite. In his public service he has ever placed the national welfare before partisanship and the interests of his constituents before personal aggrandizement. He has ever commanded the respect of the statesmen with whom he was associated at Washington and others prominent in the public life of state and nation, while at home, where he is best known, he inspires personal friendships of unusual strength and all who know him have for him the highest admiration because strong intellect, lofty patriotism and a conscientious sense of public obligation have in his life been well balanced factors.

The name of Thomas A. McBride, his brother, has also been indelibly inscribed upon the pages of Oregon's history. A graduate of McMinnville College, he has always lived in Oregon and after studying law was admitted to the bar when twenty-one years of age. He has been practicing law for over forty years and was first called to public office as a member of the legislature, representing Columbia county from 1876 until 1878. He also served as district attorney of the fifth district for about ten years, was judge of that district for a number of years and by Governor Benson was appointed to the supreme bench, whereon he is now serving.

CYRUS C. PRATT.

The combination of superior mechanical skill and inventive genius with musical talent is seldom found, but such are the strongly marked traits in the life of Cyrus C. Pratt. A lover of music from his earliest youth, he gained distinction as a leader in musical circles that won him a world-wide reputation and in the field of mechanical invention he has accomplished that which has largely revolutionized certain lines of mechanical construction. His work is indeed worthy of mention on the pages of history.

A native of Vermont, Mr. Pratt was born in Johnson, September 22, 1833, a son of Clark M. and Susan (Colton) Pratt, who were also natives of the Green Mountain state. The father was a master mechanic, engaged on the construction of large mills in New England, but died in 1840 at the comparatively early age of thirty-three years. His wife passed away in the same year, leaving Cyrus C. Pratt an orphan at the age of seven. Thrown upon his own resources, he has

valiantly fought life's battles, early coming to a realization of the value of industry, perseverance and integrity. He became a newsboy in Boston. Although he had no financial resources, he had back of him the good blood of an honorable ancestry, which is a heritage of which any man may be proud. He early took up the study of music, developing his natural talents in that direction, his love of the art having been early manifest. At fifteen years he was drawing a good salary as tenor singer in the Boston Museum and at the old South church. He was a protege of Dr. Mason, who encouraged the boy to develop his native powers and at sixteen years of age he went to New York, where he became a pupil of Carlo Bassini, being the second one to come under the instruction of that noted singer. He then began touring the country with musical companies, securing a position with the Allegheny Vocalists and Swiss Bell Ringers, with whom he traveled for five years all over the civilized world. The first concert in San Francisco netted the management over seven thousand dollars. Mr. Pratt afterward organized a troupe called the Harmonian Bards, which traveled through several states, and later he organized various musical and vocal companies, which he took upon the road. During these years he also organized and conducted musical conventions throughout America, having established his reputation as one of the most prominent factors in musical circles in the country. In 1867 he began holding musical institutes, in which all branches of music were taught and instruction given on all instruments. The most popular of these were the Southern Musical Normal, held for four seasons: at Barnesville, Georgia, for one term; at Chattanooga, Tennessee, for two terms; and at Birmingham, Alabama, for one term. These largely revolutionized the music of the south and the last session was attended by pupils from thirteen states. He then practically retired from the musical world either as instructor or promoter of concerts. His, however, had been a very successful career in that connection, in which he had accumulated a comfortable fortune of sixty thousand dollars. In his teaching, as in all things, he was original and made many improvements on the methods then in vogue. His work attracted wide attention of instructors in music throughout the country and received the commendation of those who are broad minded enough to recognize merit in another. Since that time he has given his attention principally to business enterprises but his love of music in an inborn part of his nature and he has always been more or less active in musical circles. Since coming to Portland he has been a member of the Veteran Male Double Quartette and occasionally contributes thereto a composition.

In 1869 Mr. Pratt became interested in bridge construction and in 1870 built forty iron bridges in Kansas, Nebraska and Missouri, including the first bridge across the Kansas river at Topeka. He has invented numerous bridge patents, the first being known as the Pratt truss, which is now in universal use and is the plan on which the new Madison street bridge is being built. He invented this when a boy and the patents expired in 1869. He has recently brought forth a new land anchor invention with which a railroad bridge of twenty-four hundred feet span can be built but which has not yet been introduced. From 1869 until 1900 he gave his entire attention to engineering and the perfection of bridge construction and probably stands today as the most advanced representative of that science. In 1900 he came to Portland and since that time has given his attention to mining machinery, in which connection he has invented numerous improvements, which when put upon the market will revolutionize operations in that line. During the period of his residence here he has also invented a new water wheel which produces double the power of any other wheel with the same fall and equal amount of water. He has had many offers of enormous sums for his patents but has declined all, as he intends erecting a large plant in the near future for their manufacture.

Soon after the outbreak of the Civil war Mr. Pratt, having personal acquaintance with President Lincoln, called upon him in Washington and offered his services. He was commissioned a captain of engineers but resigned when General

McClellan was superseded. He then raised a company at Springfield, Illinois, of which he was elected captain. This company was assigned to the One Hundred and Thirtieth Illinois Volunteer Infantry, in which he served until the end of the war but was on detached duty most of the time, doing engineering work and laying out fortifications. He had previously given the subject some study and had accompanied McClellan in an examination of the battlefield of the Crimea. He comes of a military ancestry, his great-grandfather having been a colonel in the British army at the capture of Quebec, while later he rose to the rank of general. His great-great-grandfather was lord chief justice of England at the time of the outbreak of the Revolution. The ancestral line can be traced back to Richard Coeur de Lion. Mr. Pratt maintains pleasant relations with the veterans of the Civil war through his membership in the Grand Army of the Republic.

In 1876 Mr. Pratt was married at Jefferson, Missouri, to Miss Corina M. Nilson, a cousin of Christine Nilson. She possesses a voice of rare beauty and sweetness but has never been a public singer. Mr. and Mrs. Pratt have four living children and have lost three. Those who survive are: Mary C., the wife of D. R. Lynn, of Portland; Elmer C., an inventor and engineer of this city; Estella L., the wife of John Gaynor, of Portland; and Amelia C., who is with her parents in their attractive home at No. 607 Leo avenue in Sellwood. Their social prominence is indicated in the fact that the hospitality of the best homes of the city is freely accorded them. The exercise of activity has ever kept Mr. Pratt alert and although now seventy-seven years of age, he is still a factor in the business world whose work is counting for much. There is in his life a combination of forces seldom found and yet in each field in which he has labored he has attained success and his efforts have been an element moreover for the good of mankind.

DRAKE C. O'REILLY.

That Drake C. O'Reilly was one of the prominent business men of Portland needs no further proof or comment than the statement that he is president of the United Engineering & Construction Company, president of the Oregon Round Lumber Company and president of the Montague O'Reilly Company. He was born in Ottawa, La Salle county, Illinois, July 31, 1866. His father, Richard Lattin O'Reilly, was born at Boyne Lodge in County Meath, Ireland, and in 1845 came to America. He took up his abode first in Chicago and soon afterward removed to Ottawa, Illinois, engaging in the live-stock business there and elsewhere until his death, which occurred in Dublin, Ireland, in 1881, when he was seventy-eight years of age. Several years before his death he had retired from active business and had gone to Dublin to settle up the estate of an uncle. In early manhood he had wedded Anna Conroy, also a native of the Green Isle of Erin. She had been brought to America by her parents in infancy and now makes her home with her son Drake.

Drake C. O'Reilly early acquired his education in the public schools of Omaha and of Council Bluffs, and at fourteen years of age entered the employ of a telegraph company, but soon afterward went as messenger boy with the Union Pacific Railroad Company. He was accorded various promotions between 1881 and 1891, and at length was transferred to Portland as traveling freight agent. When the Oregon Railroad & Navigation Company became an independent line in 1894 he was made assistant general freight agent, which position he filled for three years, and then resigned in 1897 to become one of the organizers and builders of the Columbia Southern Railway Company. In 1901 he sold his interest in that enterprise, for in the previous year he had organized the Oregon Round Lumber Company, conducting a general steamboating, towing and lightering business, to the management of which he has principally given his attention



D. C. O'REILLY

since. In 1909 he assisted in organizing the Montague O'Reilly Company, a contracting concern engaged principally in paving, and he also organized the United Engineering & Construction Company, general contractors. Of both of these companies he is president. His activities thus cover a wide field and extensive and important interests are under his control. In the solution of difficult and involved business problems he displays keen discernment that obtains satisfactory results. An initiative spirit enables him to wisely plan new undertakings and executive ability enables him to so organize the business that his plans are carefully and correctly carried out, bringing substantial success.

Mr. O'Reilly is a member of the Chamber of Commerce, of the Arlington Club, the Waverly Golf Club, the Meadow Lake Club and other social organizations. He likewise belongs to the Benevolent and Protective Order of Elks, votes with the democratic party and supports the Catholic church. He resides at Hotel Norton at No. 163 Twelfth street. The future could not have disclosed to him, as he started out for himself when a boy of fourteen, the success which was ultimately to be his, but he early learned the fact that there is no royal road to wealth and that diligence and determination are a better foundation upon which to build than inheritance or influence. A laudable ambition has been the spur of his intent finding pleasure in successfully executing the plans which he forms.

REV. THOMAS FLETCHER ROYAL.

Among those who have zealously labored for the cause of Methodism in Oregon is numbered the Rev. Thomas Fletcher Royal, now living retired in Portland. He has made his home in this state since 1853 and has reached the age of ninety years, his birth having occurred in Columbus, Ohio, January 6, 1821. His parents were William and Barbara (Ebey) Royal. His paternal grandfather was Thomas Royal, who was a soldier of the Revolutionary war and to his dying day carried the bullet with which he was wounded while in the service. He was married in Philadelphia, Pennsylvania, to Hannah Cooper and they settled in West Virginia. Their eldest son, Simon Royal, fell in the war of 1812.

Our subject's father was born near Wheeling, West Virginia, and was also a minister of the gospel. He began preaching in 1831 and his first appointment was at Fort Clark, Missouri, situated somewhere in the vicinity of Peoria, Illinois. His circuit included all of the territory north of Peoria save Chicago, where the Rev. Jesse Walker was then stationed as a preacher. William Royal continued his labors in the middle west until 1853, when he came with his family to Oregon as a retired preacher of the Rock river conference of Illinois. He was later transferred to the Oregon conference and preached his first sermon in the northwest at John Beason's home in Jackson county, Oregon. He was connected with several different circuits during his residence in the northwest and lived in Portland for several years. He built the first Methodist church on the east side of the city, called the Centenary Methodist church, and his labors in behalf of his denomination were far-reaching and effective, his work still bearing good fruit in the lives of those who heeded the gospel call under his teachings. He was living retired at the time of his death, which occurred in Salem, Oregon, in September, 1871. His wife was born on the Little Juniata river in Pennsylvania in 1800. The birth of the Rev. William Royal occurred in February, 1796, and thus he had attained the age of seventy-five years at the time of his demise.

The Rev. Thomas Fletcher Royal of this review, was the eldest of a family of seven children, six sons and a daughter. He attended school at Piqua, Ohio, and also the public schools of Illinois and Indiana, and afterward engaged in teaching school for several years in Hancock and St. Clair counties, Illinois.

He also spent three and a half years as a student in McKendree College, at Lebanon, Illinois, but trouble with his eyes compelled him to abandon the course before its completion. In 1846 he took up the active work of the ministry at Galena, Illinois, and was received into the Rock River conference in that year. He was connected with that for about seven years and then was transferred to the Oregon conference in 1852 with the privilege of not entering into active connection therewith until 1853. His transference from the Rock River conference of Illinois was made by the bishop, E. R. Ames, who came to Oregon from that conference by way of the water route and, reaching Portland before Rev. Royal arrived, received him here. Mr. Royal left Victoria, Illinois, on the 27th of May, 1853, and made the journey over the plains with ox teams, always resting on the Sabbath day. When he left home only his own and his father's families were of the party but at different times they were joined by other wagons until they had a large train. They reached the Rogue river valley on the 27th of October, 1853. Mr. Royal and his father remained together for about a year, after which the latter went to Douglas county and subsequently to Portland.

Thomas F. Royal preached his first sermon in the northwest at Jacksonville, Oregon, a few days after his arrival in this state, and there he built the first church in southern Oregon. The house of worship was begun in 1854 and was dedicated on New Year's Day of 1855. He has been instrumental in building five other churches in this state, these being at Canyonville, Ten Miles, Silverton, Salem Heights and Dallas. He has not only given his time and energies to the work of benefiting his fellowmen by preaching the gospel but has also done effective labor in the field of intellectual training, having been principal of the Portland Academy and Female Seminary for four years, from 1871 until 1875, while previous to this time he was principal of the Umpqua Academy of Douglas county, which was one of the early schools of this state, organized in 1855. He remained there for nine and a half years. After leaving the Portland Academy he served as principal of the Sheridan Academy of Yamhill county for a year and was employed under President Grant's Christian policy as teacher and clerk at the Seletz Indian reservation in Benton county, Oregon, for about four years. In 1875 he was made superintendent of instruction at the Klamath Indian mission and had charge of the Indian boarding school, to which work he was appointed in 1884, there remaining for about fifteen months, when a democratic president was elected and Rev. Royal was retired. He then became pastor of the Monroe circuit of Benton county, Oregon, and after two years went to Dallas, Polk county, where he served as pastor for three years, and during that period succeeded in erecting a church at a cost of five thousand dollars. His next pastorate was at Dayton, Yamhill county, where he remained for three years. He spent a similar period at Brooks, Marion county, Oregon, and preached his jubilee sermon at Roseburg, at the annual conference of 1896. He then retired from active connection with the conference but nevertheless continued preaching, being employed at Mehama and Lyons, Oregon, and at Leslie church in South Salem for two years. Since this he has not accepted any pastorate, but has continued in active Christian work, preaching to the convicts at the penitentiary at Salem and before the inmates of the insane asylum at Salem for eight years. He preaches at times at the Montavilla Methodist church of which his son-in-law, the Rev. Harold Oberg, is now pastor. The Pacific University of California conferred upon him the Bachelor of Arts degree.

Rev. Royal was married in early manhood to Miss Mary Ann Stanley, who was born in the state of New York and died January 2, 1906, at the age of seventy-six years. In their family were eight children, of whom one died in infancy. Anina Tema was graduated from an academy and later took a course at Willamette University, after which she became assistant principal of the Portland Academy and Female Seminary. She became the wife of Dr. Clark Smith, principal of the Vancouver Seminary, in Washington. He received his A. M. degree from Willamette University and later the M. D. degree from a medical

college in Texas. He and his wife went as missionaries to Africa where Mrs. Smith died, and he is now engaged in the practice of medicine in Berkeley, California. His children are: William E. R.; May, who is mentioned below; Jesse C., of Washington, D. C., who is married and has one child, Clark S.; and Anina Grace, the wife of John T. Stanley, principal of the Bragg Institute in California. Of this family, May Smith married Hooper M. Black, now engaged in farming and the real-estate business near Vancouver, Washington. Both Mr. and Mrs. Black are graduates of the Portland University. They have seven children: Grace A., Esther M., Ruth J., Naomi, Nancy E., Miriam, and an infant. Rev. Stanley Olin Royal, the second of the family, is a Methodist minister, now engaged in preaching in Ohio in connection with the Dayton District Conference and was presiding elder there for several years. He is a graduate of Willamette University and of the Drew Theological Seminary of New Jersey. He married Matilda Walden, a daughter of Bishop Walden, and they have two daughters, Mary G. and Margaret. Rev. Miller Gould Royal, the third of the family, was graduated from the classical course in Willamette University and devoted his life to the work of the ministry and to the practice of law. His death occurred in Walla Walla, Washington. He married Tirza Bigelow and they had two children, Ethel and Bonnie. After losing his first wife, Rev. M. G. Royal married Miss A. McCall, who is living in Walla Walla. She was a public school teacher before her marriage. She has two children: Ronald F. and Barbara. William E. Royal, the youngest of the family, died at the age of twenty-three years, when preparing for the ministry. Forester W., a railroad employe, living at Bolton, Polk county, Oregon, married Ella Dodson and has two children: Cecil, who married Edna Williams and has one child, Catherine; and Esther. Eolia Florine is the wife of Rev. Harold Oberg of Portland. He was born in Christiania, Norway, and was there educated in the Norwegian language. After coming to America he entered Willamette University where both he and his wife graduated with the A. B. degree and he subsequently graduated with the degree of D. D. from the Garrett Biblical Institute at Evanston, Illinois. Mr. and Mrs. Oberg have four children, Ovedia L., Terry R., Agnes M., and Mary Ruth. Carrie Lucretia was graduated from Willamette University with the A. B. degree and subsequently became the wife of Professor Edgar M. Mumford, of the Olympia Collegiate Institute. He is now a clerk in the United States land office at Vancouver, Washington. They have five children: Edgar R., Beatrice A., Harold Stanley, William W. and Clarissa H.

Rev. Thomas Fletcher Royal is now at the head of a family which numbers about fifty, of which he has every reason to be proud. Twenty of these have been experienced school teachers, five Methodist preachers; six preachers' wives; and twenty of them have drawn from different institutes twenty-eight diplomas. They are from academic, theological and medical schools. Not one of the number ever uses narcotics or intoxicants and all are prohibitionists and Methodists. Mr. Royal has never allowed his interest in things of the present to lapse. He does not live in memories of the past, but keeps in touch with the progressive everyday and the precious prize of keen mentality is still his.

JOHN P. KAVANAUGH.

John P. Kavanaugh, now serving for the second term as city attorney of Portland, at each election receiving the support of both the republicans and the democrats, was born in St. Louis, Oregon, in 1871, a son of Daniel Kavanaugh. His education was acquired in the public schools and in the parochial school at Gervais, Oregon, up to the time when he entered Mount Angel College, from which he received his Bachelor of Arts degree in 1891. His literary education constituted a broad foundation upon which to build the superstructure of his professional knowledge, and when his college course was ended he matriculated in

the law department of the University of Oregon, where he won his Bachelor of Law degree in 1893.

He has since engaged in active practice in Portland and his ability is widely recognized. He ranks among the most prominent of the younger members of the Portland bar, and almost from the beginning of his connection therewith has enjoyed a good practice. The only political offices that he has held have been in the line of his profession. He served for two terms as chief deputy city attorney and in 1907, although a republican, was nominated by both the republican and democratic parties for the office of city attorney. So capably did he discharge the duties of the position during his incumbency that in 1909 he was renominated without opposition and is therefore serving for the second term, carefully guarding the public interests through the prompt and capable discharge of his official duties. During his first term there arose more important litigation than ever before in the history of the city. Among the many things which he has accomplished was that of the municipal bond issue involving five and a quarter million dollars, which he carried through after the circuit court had rendered an adverse decision. His specialty is the subject of municipal franchise and on all phases of this question has rendered many opinions which have been widely quoted by municipal attorneys all over the United States, while from attorneys throughout the country he has received almost numberless inquiries.

In 1902 Mr. Kavanaugh was united in marriage to Miss Eleanor E. Dunn, of Portland, and they have two children. A Catholic in his religious faith, he is a member of the cathedral parish, of the Catholic Order of Foresters and of the Knights of Columbus, and in the last named organization he has served as grand knight of Portland Council. He has made a notable record at the bar for one of his years, his versatility, laudable ambition and comprehensive study constituting the chief features in the success which is his.

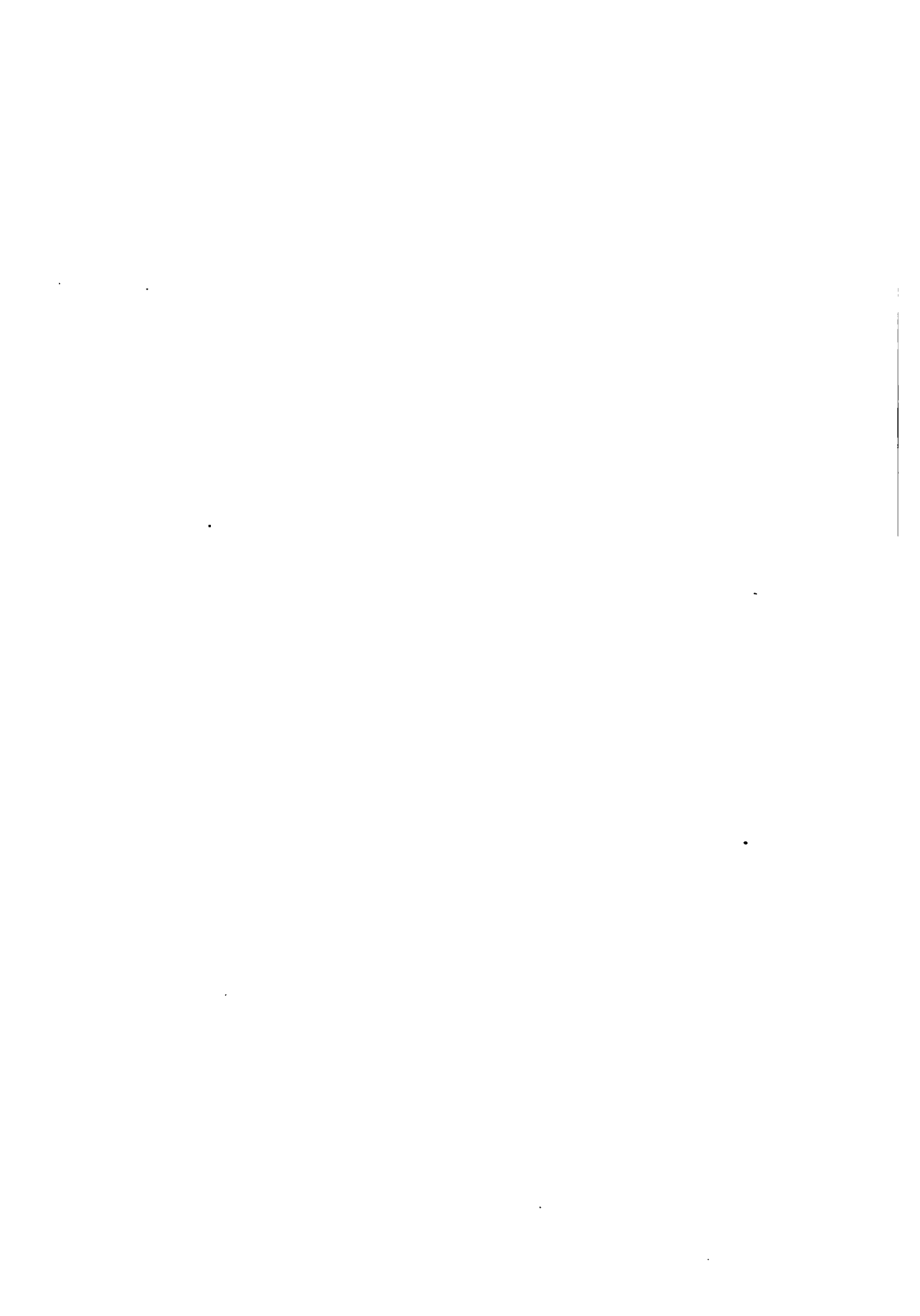
MICHAEL HARRIS.

Michael Harris, contractor in general masonry lines, including brickwork, plastering and cement work, was born in the town of Granby, in County Shesford, Canada, August 13, 1849. His parents, William and Elizabeth Harris, were natives of Ireland, who in childhood left the Emerald isle and became residents of Canada, where they were married. Their son Michael remained at home until twenty years of age, during which period he acquired a good education in the public schools of Canada, his time being divided between the duties of the schoolroom, the pleasures of the playground and such tasks as were assigned him by parental authority.

Believing that he might have better business opportunities elsewhere, he left home in 1870 and went to Vermont, remaining a resident of that state for six years, during which period he learned the mason's trade in the city of Burlington. About 1876 he returned to Canada, where he spent the succeeding four years. He then went to Michigan, where he remained from 1880 until 1882, when he heard and heeded the call of the west, coming to Portland, where for twenty-eight years he has now made his home. For a year after his arrival he was employed by Napoleon Kennedy, who, recognizing his ability, worth and sound business judgment, admitted him to a partnership. They were thus associated for another year, at the end of which time Mr. Harris sold out his interest and has since been in business alone, except for a brief period, when he was in partnership with W. W. Patterson. He has done all kinds of contracting in general masonry, giving his attention largely to brickwork, plastering and cement work. However, he has been awarded extensive and important contracts in connection with dwellings and apartment houses and his efforts are seen in some of the finest apartments of Portland.



MICHAEL HARRIS



On the 30th of September, 1885, was celebrated the marriage of Mr. Harris and Miss Hattie Broughton, a daughter of William and Sarah Broughton and a native of Oregon City, where her parents located at an early day, having been among the pioneer settlers of the state. Mr. and Mrs. Harris traveled life's journey together for only six years and were then separated by the death of the wife in 1891. There were three sons born of that marriage: Arthur William, who is engaged in business with his father; Leo, who is conducting a grocery at the corner of Seventh and Mill streets; and John M., a graduate of the Columbia University, who is at present timekeeper for the firm of Jacobsen & Bade, contractors.

Mr. Harris is a member of St. Francis' Catholic church and gives his political allegiance to the democracy. He has never sought or desired office, however, for his business makes full demand upon his time and attention. He is now closely associated with the building operations of Portland and as the architect of his own fortunes he has builded wisely and well.

ALEXANDER GOTWALD LONG.

The impossibility of placing fictitious values upon industry, determination and perseverance at once proves the worth of the individual who must base his rise upon these qualities. These elements have constituted salient features in the advancement of A. G. Long, whose experience has been of wide range, as he has progressed from a humble position in the employ of the Standard Oil Company to ownership of the largest fire apparatus establishment in the Pacific northwest. He was born in Litchfield, Montgomery county, Illinois, December 13, 1858. His father, Joseph C. Long, was a soldier of the Ninety-first Illinois Volunteer Infantry during three years of the Civil war, and died at his home in Litchfield, January 23, 1866, soon after he had been sent home from the army on account of disability.

When eight years of age, A. G. Long, with his mother and other members of the family, removed to St. Louis, Missouri. The stress of the family's financial condition forced him to seek employment at the time other boys were attending school, and he entered the employ of the Standard Oil Company at St. Louis when about eleven years old, remaining in the service of that corporation for ten years, the last few years of which period he made his headquarters at St. Paul, Minnesota. When he was about twenty-one years of age he returned to his native city and was there married to Ada C. Scott. Although Litchfield had been the childhood home of both, they were not acquainted as children, for the Scott family removed to Litchfield after the Longs had left for St. Louis. Following their marriage, Mr. and Mrs. Long took up their abode in St. Paul, Minnesota.

In those days, before the pipe line and the large steel tanks now used in conveying and storing oil were known, all oils were transported in wooden barrels as soon as refined, and for a considerable period Mr. Long was engaged in traveling over the entire Mississippi valley from St. Louis to the Canadian line and buying up, storing and shipping all the empty oil barrels. After remaining in the employ of the Standard Oil Company for a decade Mr. Long resigned his position and became local agent at St. Paul for the navigation interests operated under the name of the Diamond Jo Line Steamers, operating a line of boats on the Mississippi river from St. Louis to St. Paul, Minnesota. He continued with the company for several years and promotion brought him to the responsible position of general agent for territory as far south as Winona, Minnesota. About that time the Chicago, Burlington & Northern, now a part of the Chicago, Burlington & Quincy road, was built along the east side of the Mississippi river, and Mr. Long negotiated most of the right of way for the line where it passed

through the property of the steamboat line. He next entered the employ of the St. Paul, Minneapolis & Manitoba Railroad, now the Great Northern line, as contracting freight agent with headquarters at St. Paul and remained with that road until 1891, when he came to Portland.

He started in business here in his present line on a very small scale in an upstairs back office at the corner of Front and Ash streets, and from that humble beginning has grown the large business now in his control and known all over the Pacific northwest. He then carried no stock, but ordered as fire apparatus was needed. From the upstairs room he moved downstairs in the same building and put in a supply of fire extinguishing apparatus. It was not a very large stock as he figures it now, but to him then it was of great importance. Only a few months after he had leased the room on the first floor he was almost completely put out of business by the great flood which destroyed most of his stock. With resolute spirit and courage, however, he made arrangements to continue business, securing a room at the corner of Fourth street and Yamhill. This was a somewhat larger building than he had formerly occupied but was still small in comparison to his present establishment. In the course of time, however, this building proved inadequate to his needs, and he removed to considerably larger quarters in the Strowbridge building at 170 Second street, having in the meantime increased his stock to meet the demands of the trade. When he opened his fire apparatus business in Portland, the fire departments of the northwest were furnished by houses in San Francisco and the east. At first only a limited amount of supplies could be obtained in San Francisco, most of the machinery and fire department supplies being shipped long distances from Mississippi valley points and cities even further remote. While conducting his business at No. 170 Second street, in the Strowbridge building, Mr. Long erected his own building at 45-47 North Fifth street, near Couch, a three-story brick structure, fifty by one hundred feet, into which he removed. He then began the manufacture of small apparatus but continued also to represent the large eastern factories. His house still represents many of the companies or their successors that it represented when Mr. Long first started in business. He continued in the location on North Fifth street until 1910, when he leased his building there, that property having become very valuable. During the summer of 1910 he erected a fine brick three-story building, fifty by one hundred feet, on Sixteenth street between Marshall and Northrup, in the new warehouse district near the Hill terminals, and has recently removed his stock to the new location. His line of goods includes everything to safeguard the home, factory and store or other property from loss by fire. Automobile fire apparatus, steam and chemical engines, hook and ladder trucks, hose carts and hose wagons are always in stock as well as a full supply of hand fire extinguishers, cotton and rubber-lined hose of all sizes. They also have a complete supply of fire department brass goods, including alarm equipment; in fact, "everything for fire protection." Being the oldest concern of this character and having established such a reputation for treatment of the trade as well as carrying such a large and varied stock, has placed this firm in the lead, and throughout Washington, Oregon, Idaho, Montana and much of British Columbia this house is well and favorably known. Mr. Long enjoys exclusive agency business of several of the best, latest improved, as well as old and well known lines of all kinds of fire apparatus. They are also prepared to furnish and install fire alarm systems and maintain them, and in this part of their business represent the Star Electric Company of Binghamton, New York. Thus from a humble beginning the business has grown to mammoth proportions and the success which Mr. Long has achieved thereby is well merited, for it has logically followed his close application and enterprising methods.

Unto Mr. and Mrs. Long have been born eight children, but the two eldest died in St. Paul prior to the removal of the family to the northwest, Ada Garnet passing away at the age of eight years, and Alexander Riley in infancy. The

living children are: Mildred C.; Eva W.; Mary Pearl; Alexander G., who is now a student in the Massachusetts Institute of Technology of Boston, where he is studying mechanical, hydraulic and electrical engineering; Walter Scott; and Howard A. Mr. and Mrs. Long occupy a beautiful home at No. 447 Sixteenth street, in the exclusive and beautiful residence district known as Portland Heights.

Mr. Long is very prominent in Masonic circles, being a member of all the different bodies from the blue lodge to the consistory and the shrine, his identification with the craft dating from the time when he was twenty-two years of age. He holds a life membership in all of the Masonic bodies with which he is connected. He is also a member of the Elks Lodge No. 59, at St. Paul, Minnesota, which made him a life member upon his removal from St. Paul to Portland. He also belongs to the Modern Woodmen camp and to the Royal Arcanum. With the rapid and marvelous development and growth of Portland many men have come to the front because of their recognition and utilization of opportunities which have arisen in connection with the substantial expansion of commercial and financial interests here, and of this class A. G. Long is an honored representative.

CHARLES W. BURRAGE.

Charles W. Burrage was born in Leominster, Massachusetts, about forty miles from Boston, on the 25th of August, 1830. He was of English lineage, his ancestors being among the early settlers of the New England colony. He began his education in the schools of his native town. Later he attended Lawrence Academy at Groton, Massachusetts, and subsequently became a student in the military school at Norwich, Vermont. He entered the engineering school at Brown University, Providence, but when Professor Norton was transferred to Yale Mr. Burrage and other members of the class went with him, so that he graduated from the Sheffield scientific school of Yale College.

In 1861, accompanied by his wife and two children, Mr. Burrage left New England for the Pacific coast. They sailed from New York on June 5, crossed the isthmus by rail, arriving in San Francisco July 2. Stopping in California for a short visit with relatives, they continued their journey to Oregon which was their destination, arriving in Portland on the 5th of September. Mr. Burrage had never been blessed with a robust constitution, and the reports of the healthfulness of the Willamette valley, together with the opportunities offered for one of his profession, formed the leading motive for leaving New England and decided him upon making Portland his place of residence.

Their first home was in a small cottage on the corner of Stark and Sixth streets. In 1862 he was elected county surveyor, which office he filled for many years. He gave the most painstaking care to all his work, and his surveys were noted for their accuracy. If Mr. Burrage made the survey, no one questioned its correctness. In 1865 he was chosen city surveyor. Finding there was great discrepancies in the measures used by the different surveyors, he sent to Washington, D. C., and procured a government standard measure. This was transferred to the water table at the building on Front and Washington streets. The city adopted it as the standard for all city measurements, so that uniformity was secured for all time. He was engaged on the surveys of the Oregon Railway & Navigation Company's road, especially in the immediate proximity to Portland, as many lines were run to decide upon the best approach to the city. He ran the preliminary line of what is now the Southern Pacific all through the Willamette valley and as far south as Roseburg.

Edward H., the oldest son, died of lung trouble in 1887, and the youngest son, showing signs of the same disease, Mr. Burrage decided to remove the

family to eastern Washington. They spent a year in Spokane, but the son not improving, they removed to Canon City, Colorado, where they lived until the time of Mr. Burrage's death in February, 1899. Charles F. died in February, 1890.

Mr. Burrage retired from his profession on going to Colorado. He had always been deeply interested in geology and mineralogy and the fossil fields and minerals of Colorado proved very attractive to him and afforded a most enjoyable manner of spending his time. He was a student to the time of his death. He made a fine collection of fossils and minerals, which it was his great pleasure to show to any one interested in that line.

While still a resident of New England, Mr. Burrage married Miss Sarah J. Hills, the youngest daughter of Charles H. and Betsy Buss Hills on November 30, 1854. To Mr. and Mrs. Burrage were born three sons, and they also had an adopted daughter. The surviving son, William H., is also a civil engineer. He married Miss Minnie A. Gates, and they are pleasantly located in this city. The adopted daughter married S. O. Laws of Canon City, Colorado. They have removed to Portland and are the parents of four sons: Burrage H., William, Donald and Kenneth. In 1905, after the death of her husband, Mrs. Burrage returned to Portland, and in 1907 erected a comfortable residence at No. 611 East Madison street, which she now occupies. The home life of the family was ever a most attractive one. Mr. Burrage was devoted to the welfare of his wife and children, and found his greatest happiness in ministering to their comfort. He was a man of strong intellect, and wide reading, and research made him a scholar. His political allegiance was given to the republican party, of which he was a stalwart supporter, owing to his thorough belief in the advocacy of republican principles as forces in good government. He was a member of the Unitarian church, in which he always served as a trustee.

WILLIAM HENRY HARRISON DUFUR.

William Henry Harrison Dufur, engaging in the real-estate business in Portland, has been a resident of Oregon since 1859, arriving with his parents at Columbia slough when but six years of age. His birth occurred at Williamstown, Vermont, February 22, 1854. His father, Andrew Jackson Dufur, was a native of New Hampshire but in early childhood went to the Green Mountain state with his family. He removed to Wisconsin in 1856 and in 1859 came to Oregon, settling on Columbia slough six miles from the Portland courthouse, where he purchased the E. L. Quinby farm of eight hundred acres. Mention of him is made elsewhere in this volume. His wife, who bore the maiden name of Lois Burnham, was born in Williamstown, Vermont, and died at Dufur, Oregon, in 1890. Mr. Dufur passed away exactly five years later in the town which was named in his honor. They were the parents of two daughters and three sons, of whom four are living: Hon. E. B. Dufur, an attorney; A. J. Dufur, Jr., now living retired; William Henry Harrison Dufur, of this review; and Mrs. Arabelle H. Staats, of Dufur, Oregon.

After completing a high-school course William H. H. Dufur attended the Academy of Portland and then entered business circles of this city, representing the firms of Meier & Frank and Bradley, Marshall & Company for several years. On the 16th of July, 1876, he wedded Miss Mary L. Alexander, a daughter of D. Alexander, of Portland, who died while his daughter was a child. The mother of Mrs. Dufur afterward married R. H. Holmes, one of the pioneers of 1852. In November after their marriage Mr. and Mrs. Dufur took up their abode at Dufur, Oregon, where they made their home until 1908, when they returned to Portland. In the meantime Mr. Dufur had engaged extensively in farming and stock-raising, operating about two thousand acres of land, but



W. H. H. DUFUR



has since disposed of a part of his property, his holdings embracing about seven hundred acres. He made a specialty of raising thoroughbred Spanish Merino sheep and in this was very successful. He was, in fact, one of the best known agriculturists and stock-raisers of this part of the state.

Mr. Dufur has also been prominently known in connection with the public life of Oregon. Always an active, loyal and progressive republican, he was elected to the state legislature in 1882 from Wasco county, when it comprised Wasco, Crook, Wheeler, Sherman and Hood River counties. Under the Harrison administration he was disbursing agent of the Warm Springs and Colville Indian Commission, and was presented by old chief Moses with the heirloom tomahawk of the federated tribes of the Colvilles which had been handed down from chief to chief until none knew its age. In 1898 he was appointed forest supervisor of the northern division of the Cascade Forest Reserve and of the Bull Run Forest Reserve, serving for four years. There has not been a county or state convention since 1882, with the exception of two, to which he has not been a delegate, and he was sergeant-at-arms at the last session of the state senate. Coming to Portland, he has engaged principally in the real-estate business, handling both city and country property. He is now the secretary and one-fourth owner of the Pringle Falls Light & Power Company, and the owner of the Meadow Brook apple orchard tracts of land located four miles from the town of Dufur.

Mr. and Mrs. Dufur reside at No. 1075 Belmont street, purchasing their residence on coming to Portland, in addition to which Mr. Dufur owns much other city property. They have two children. Blanche G., is now the wife of J. H. Greer, of Coalinga, California, who is superintendent of the British Consolidated Oil Company at that point. Andrew B., who lives on one of his father's farms at Dufur, Oregon, married Miss Iva Williams, a daughter of W. H. Williams of Wasco county, one of the early pioneers. They have two children, Mildred Iva and Elizabeth Amanda.

Mr. Dufur holds membership with the Woodmen of the World, the Ancient Order of United Workmen, the United Artisans and the Grange, and his religious faith is that of the Unitarian church. He has always been a man of liberal views and broad interests, thinking out widely, while his actions and business interests have ever been on a large scale. The success of his efforts in handling extensive agricultural interests well qualify him to speak with authority on such subjects, while in real-estate circles he has gained an equally creditable position.

ROBERT LUTKE.

At the age of eighteen years Robert Lutke had his introduction to the line of business in which he is now engaged, and careful training in youth qualified him for advancement as the years passed by. He was but eight years of age when he came to the new world from Germany, his native land, his birth having there occurred on the 5th of February, 1858. His father, Robert Lutke, Sr., also born in that country, sailed for America with his family in 1866 and soon afterward took up his abode in Chicago. At an early age his son and namesake began to learn the trade that has made possible his great success in life. At the outset he manifested diligence and perseverance which won the attention of his employers and led to his promotion from time to time. His residence on the coast dates from 1878, and on the 7th of January, 1883, he arrived in Portland, where he became connected with his present business. The enterprise had been established in 1881, under the name of the Dixon, Borgeson Company, at the corner of Front and Stark streets, in the old Oregonian building, but was soon removed to larger quarters at Front and Washington streets. In 1900 the

business was changed to its present location at the corner of North Sixth and Hoyt streets, where, under the name of the Lutke Manufacturing Company, an extensive business is carried on in the manufacture and sale of show cases, store fixtures, office furniture, and all inside furniture for offices and stores. The plant is the largest and most complete of its kind in the state, covering a half city block and employing from one hundred and twenty-five to one hundred and fifty skilled workmen. For many years Mr. Lutke was the junior partner of the firm of Dixon, Borgeson & Company, but upon the removal to the present location he purchased the interests of the others, becoming sole owner of the plant. His partners were all San Francisco men, and from that city Mr. Lutke came to Portland in 1883, as previously stated, to look after the interests of the firm in this city. He continued to operate the plant until 1908, when he consolidated with the Grand Rapids (Mich.) Show Case Company and became manager of the Portland branch, which is still known as the Lutke Manufacturing Company. He is also a stockholder and director in the parent firm as well as the active head of the business in Portland.

Mr. Lutke was married, in 1877, to Miss Margaret Kneer, of Peoria county, Illinois. Their only child, a little daughter, Ida, died in Portland at the age of eleven years. In politics Mr. Lutke is a republican. He is a prominent member of the Masonic fraternity, and has taken the degrees of the Scottish Rite up to and including the thirty-second. He also became a member of the Mystic Shrine on the 10th of November, 1894, and is one of the prominent representatives of the order and at this writing is president of the Masonic Cemetery Company. He also belongs to the German Aid Society, the Benevolent and Protective Order of Elks, and the Knights of Pythias fraternity, and likewise holds membership in the Oregon Historical Society. Twenty-seven years' residence in Portland and close connection with its business interests throughout this period have made him widely known, and he is classed with those men who have come to the front because of their recognition and utilization of opportunities which have arisen in connection with the substantial expansion of commercial and financial interests here. Mrs. Lutke has served as Grand Matron of the Eastern Star lodge, and has been president of the Portland Woman's Club and its present treasurer and actively interested in the many charities of that organization.

RICHARD KOEHLER.

Sent to America as the representative of moneyed interests in the old world, Richard Koehler manifests toward Portland a loyalty equal to that of her native born sons. He recognized the wonderful opportunities that lie before the northwest, rich in its varied resources, and for thirty-six years has remained in close touch with its business interests. He is now general purchasing agent for the Oregon Railroad & Navigation Company and the Southern Pacific Railroad Company's lines in Oregon, and has been connected with these lines and their predecessors since 1874.

His name indicates his German lineage and nativity. He was born at Schleitz, Germany, June 13, 1844, but was reared to manhood at Frankfort-on-the-Main, where he attended the public schools, while later he became a student in the polytechnic school at Karlsruhe, from which institution he was graduated with the class of 1864. Liberal intellectual training, which usually inspires activity and enterprise, well qualified him for the onerous duties that have since devolved upon him. He immediately entered upon railroad operation and construction work in Germany, being connected with many different railway lines in that country until 1874, when he came to Portland, being sent to this country as special agent for the German and English bondholders of the Oregon & California Railroad. For two years thereafter he acted as chief engineer and

auditor for that railroad and when, in 1876, the bondholders of the Oregon & California line bought out the Oregon Central Railroad, Mr. Koehler became manager of both roads, and so continued from 1876 to 1887, when these properties came under the control of the Southern Pacific Railroad Company. He continued with that corporation until 1904, when the two lines were placed under the jurisdiction of the general manager of the Oregon Navigation Company. There was a general reorganization of the Harriman lines and the office of manager of the Southern Pacific Company's lines in Oregon was then abolished, Mr. Koehler being made general purchasing agent. In this position of responsibility, as the representative of one of the most important corporations operating in the northwest, he occupies a prominent place in business circles and his ability, executive force and administrative direction are widely recognized. He keeps in close touch with the business of his office in every detail and the value of his services to the company is indicated in the fact that for thirty-six years he has been identified with the interests of this corporation and its predecessors.

In 1880 Mr. Koehler returned to Germany for his bride and was there married to Miss Bertha Spuhn. They have become parents of two children: Kurt Herman, a young man now engaged in the lumber business in Portland; and Ilse, at home. Mr. Koehler is a member of the German Aid Society—a fact indicative of his benevolent spirit and his interest in his fellow countrymen. But while he has never ceased to feel a deep love for the land of his birth, he has a still stronger attachment for his adopted country, being thoroughly in sympathy with its institutions. His interest centers in the northwest and he gives his cooperation to any project which he believes will prove of practical value in the upbuilding and development of this section of the country.

JOHN A. PACKARD.

John A. Packard, at one time a resident of Portland, came to the Pacific northwest in 1854 and at an early period took an important part in the work that promoted the material development and the political progress of the community in which he lived. The Green Mountain state numbered John A. Packard among her native sons, his birth having occurred there in 1819. He was a son of John A. Packard, Sr., and a representative of an old New England family. In his childhood his parents removed to Canada, settling at Bolton, where he attended school. His father was a farmer and a Methodist minister and John A. Packard of this review was first employed in farm work, assisting in the development of his father's fields. He early became familiar with the best methods of tilling the soil and cultivating the crops, but thinking to find other pursuits more congenial and profitable, he learned the carpenter's trade. He was a fine mechanic and could do almost anything with tools.

In young manhood Mr. Packard went to Boston, Massachusetts, where he worked for a considerable period and then removed westward to Illinois, settling first at Bloomington. Later he went to Wisconsin, and in Beloit, that state, first met the lady whom he afterward made his wife. He afterward lived at Adel, Iowa, and it was while residing there that he was married. It was on the 1st of April, 1854, that he wedded Miss Leila Davis, who was born in Stansted, Canada, on the 17th of July, 1823. Her parents were Silas and Phoebe (Bennett) Davis, who died when their daughter, Mrs. Packard, was comparatively young. She became a school teacher and was teaching in Adel when married. On the 5th of May following their marriage, the young couple started across the plains with ox teams, traveling continuously until the 19th of October, when they arrived at Steilacoom, Washington. They had a very nice trip, being unmolested by the Indians because of the fact that their wagon train was a very

large one. The train that preceded them and the one that followed, however, had considerable trouble with the red men and many of the emigrants were killed.

Mr. Packard located at Steilacoom, Washington, and there engaged in the lumber business, which he followed throughout the period of his residence in Washington. For some years he was in charge of the troops guarding the ferry at what was then known as Fort Raglan. He was the owner of sawmills and engaged in shipping lumber to San Francisco. His business affairs were conducted on an extensive scale and at one time he employed a hundred men. He remained a resident of Washington for about twelve years, during which period one of his sawmills was burned and also two shiploads of lumber. Later he came to Oregon, settling at Fort Stevens, having charge of the building of the officers' quarters. Subsequently he purchased a dairy farm on Clatsop Plains, comprising one hundred and twenty acres, and the family took up their abode upon that place, which Mr. Packard conducted for five years. On the expiration of that period he sold his farm and removed to Portland, establishing a grocery store on First street. This he conducted for about eight years, when he suffered losses and removed to southern Oregon. There he turned his attention to carpentering and building and continued to reside in that section of the state until his death, which occurred on the 1st of June, 1892, his remains being interred at Talent, near Ashland, Oregon.

Unto Mr. and Mrs. Packard were born four children: Cora A., the wife of William H. Morrow of Portland, by whom she has one son Harry; Paris I., of Underwood, Oregon, who married Elizabeth Gibbs, a daughter of Addison Gibbs, a former governor of Oregon; Lula L., of Portland; and Adele, who died in Washington at the age of two years. Mrs. Packard yet remembers Jason Lee, the honored pioneer preacher of Oregon, who delivered his last sermon before starting for the northwest in her father's cabin in Canada.

In politics Mr. Packard was a strong democrat in early manhood, and the second year after his arrival in the northwest was elected to represent his district in the Washington legislature. Later, however, he severed his connections with the democratic party during the period of the Civil war, for he believed in the supremacy of the federal government and did not like the attitude of his party concerning the question of the war. He was a lover of music, a fine musician, and in early manhood engaged to some extent in teaching music. He held membership with the Odd Fellows lodge of Portland, and he possessed many sterling traits of character which commended him to the good-will and friendship of all who knew him. Since her husband's death, Mrs. Packard has removed to Portland, where she is now living with her daughter Mrs. Morrow, and in this city she is widely and favorably known.

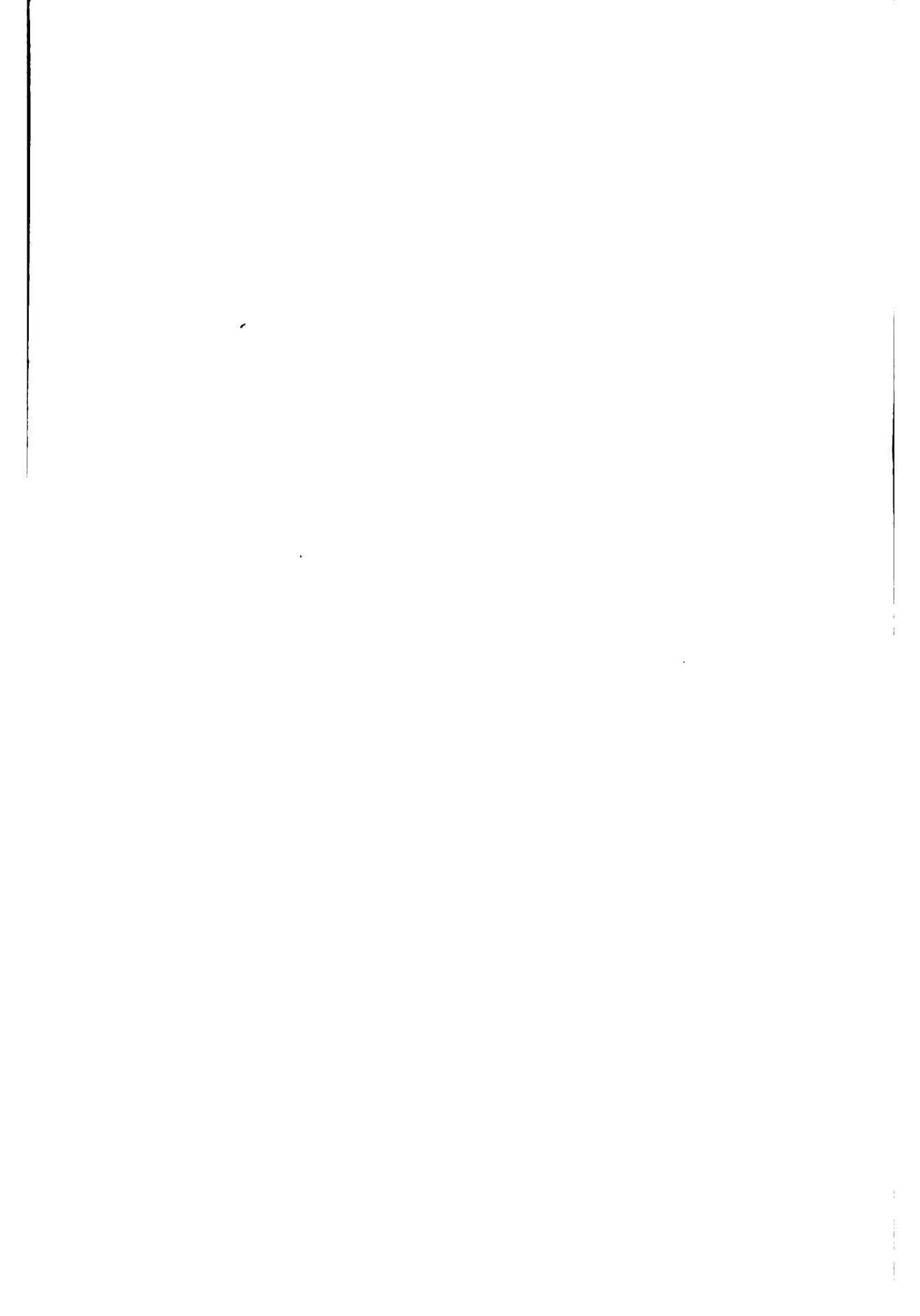
PERLEY CHANDLER HEALD.

Perley Chandler Heald, president of the Michigan Land & Timber Company, was born in Lovell, Oxford county, Maine, May 5, 1849. He is a native of the state where the lumber interests have figured as a most important industry, was reared in the middle west, where lumbering has constituted the chief source of wealth to Michigan's inhabitants and is now identified in the northwest with the development of the timber resources of this section of the country.

The Heald family are descended from two brothers who came from Berwick on the Tweed, Scotland, in 1646 and settled in Massachusetts. Solomon Heald, the father of our subject, was also a native of Maine and became an engineer and surveyor. He first went to Michigan to select land for the Sault Ste. Marie Canal Company in 1853. He removed to Michigan in September, 1865, settling at Midland, where he followed his profession until 1879, when



PERLEY C. HEALD



he retired and returned to the east, his death there occurring May 21, 1898. In the Pine Tree state he had wedded Ester Day, who was also born in Maine and died in Michigan in the summer of 1871. Perley C. Heald is the youngest of eight children, of whom four are living, namely: Henrietta B. Horr, of North Waterford, Maine; Hattie O., who resides in North Westerford, Maine; Maria Hill, of Buxton, Maine; and Perley C., of this review.

After mastering the early branches of learning in the common schools P. C. Heald attended Fryeburg Academy of Maine, a school once taught by Daniel Webster. He was graduated in 1869 and, following in his father's professional footsteps, engaged in surveying and engineering in Michigan. From 1874 until 1884 he filled the position of county surveyor of Midland county. He long occupied a place of prominence there and in 1887 and 1888 was mayor of the city of Midland, being the first to hold that office, as his father had been the first to fill the position of president of the village.

From the time of leaving school Perley C. Heald was engaged to a greater or less extent in the timber brokerage business and from 1885 until 1890 he was largely interested in lumbering and milling with headquarters at Midland and Detroit. In the latter year he turned his attention to the real-estate business at Midland, operating in that field for five years, and from 1895 until 1899 he acceptably and efficiently filled the position of state trespass agent.

From the time he attained his majority Mr. Heald has always been active in republican politics and his fellow townsmen in Michigan gave substantial evidence of their appreciation of his worth and ability by electing him to various offices. In the fall of 1898 he was chosen state senator, serving in 1899 and 1900, being the first republican who ever carried the twenty-fourth senatorial district by a clear majority—a fact which is proof of his personal popularity as well as the trust reposed in him. He was chairman of the committee of Public health in the senate, which secured the enactment of the first laws in Michigan regulating the admission to practice of physicians. Previous to this time no qualifications had been required by law and quacks were numerous. The strongest opposition was offered to the bill but as the result of his fight in behalf of the legitimate profession, the foundation of Michigan's present medical laws, now considered the best in the county, was laid. He also took a conspicuous part in the discussion of the question of ad valorem versus specific tax, then before the senate, advocating the taxation of railroad and mining properties according to their relative earning values instead of their physical values. However, it was impossible for his side to win under the Pingree administration but the course which he advocated has since been recognized and adopted as the only just way. In 1902 he was appointed deputy dairy and food commissioner, which position he held until 1905, when he was appointed United States consul to Wallaceburg, Ontario, acting in that capacity till the office was abolished June, 1906. Next came an appointment, confirmed by the senate, as United States consul to Saigon, Cochin China, but he resigned the position ere the expiration of his term and in November, 1906, came to Portland, where he has since resided.

Shortly after his arrival he organized the Michigan Land & Timber Company, of which he is the president, and in this field his operations are extensive. At all times his actions, whether in the business or political field, have been large and his outlook broad. His has never been a limited vision, the present constituting the bounds of his horizon, for he has looked beyond the present hour into the possibilities and opportunities of the future, whether in his official service or in the conduct of private business enterprises.

On the 11th of May, 1871, Mr. Heald was married in Saginaw, Michigan, to Miss Eugenia C. Hitchcock, a daughter of Samuel J. and Clarissa (Alvord) Hitchcock, of that place. Mrs. Heald died July 31, 1908. The three children of that marriage are Ernest C., C. Ida and Ralph P. Both sons are associated with their father in the timber business and have, especially the elder, for sev-

eral years largely relieved him of its cares and responsibilities, while the daughter presides over their home at No. 773 Pettygrove street, where the closest possible family ties exist. Mr. Heald belongs to the Chamber of Commerce and the Commercial Club. A spirit of activity dominates the northwest and he is in hearty sympathy with the movements of those two organizations for the further development of Portland and the exploitation of its resources. Prominent in Masonry, he has taken the degrees of the York and Scottish Rites, all save the thirty-third. His religious faith is indicated in his membership in the Presbyterian church. He is a large man, of fine personal appearance, congenial, courteous and hospitable, a man of broad thought and wide interests, with whom association means expansion and elevation.

ISAAC A. MACRUM.

Isaac A. Macrum, deceased, was for a long period associated with professional, financial and other business interests in Portland, where he maintained his residence through almost three decades. He was born in Pittsburg, Pennsylvania, April 7, 1842, and is a son of Samuel and Jean (Allen) Macrum, both of whom were of Scotch-Irish descent. They were born, reared and married in Ireland and unto them was born a daughter, Mary Ann, ere they sailed for the new world. Their family numbered seven children, of whom Isaac A. Macrum was the sixth in order of birth. The father was a farmer by occupation, and became the owner of an extensive tract of land in Westmoreland county, Pennsylvania, which he cultivated for many years. Both he and his wife died in that county.

Isaac A. Macrum began his education in the schools of Pittsburg, later attended the Leechburg Institute, the Iron City Commercial College of Pittsburg and the Pennsylvania State Normal School, after which he turned his attention to the profession of teaching, which he followed until he came to Oregon. He was principal for a time in the second ward school of Pittsburg and also had charge of the boys' department of the Newell Institute, being associated with Mr. Newell in the ownership of the school, which was a private institution situated on Penn avenue, in Pittsburg. He then sold out and came to Oregon in 1871.

While a resident of Pittsburg, Mr. Macrum was married to Miss Westanna Grubbs, a native of that city and a daughter of William and Margaret Grubbs. They began their domestic life in Pittsburg and four children were born unto them ere they left there for the west in 1871. Mr. Macrum's object was to take up land or buy property and engage in raising cattle, but he could not find land in the Willamette valley which he regarded suitable and so went to Oregon City, where he was employed as principal of a school for three years. He also took up the study of law there with the firm of Johnston & McCowan, and when they opened a branch office in Portland, Mr. Macrum was sent here to take charge. He continued with the firm for a number of years, carefully directing their legal interests at this point, but when the Willamette Savings Bank was opened he accepted the position of cashier, which was offered him and which he creditably filled until the bank was merged into the Merchants National Bank. He remained with the latter for a number of years as cashier and stockholder, but at length retired. He did not afterward engage in any strenuous business undertaking, although at different times he held office, including that of state railroad commissioner. He was a stalwart republican in his political views, and filled various minor positions, the duties of which he discharged with such promptness and fidelity that indicated his loyalty in citizenship, and his unfaltering devotion to the public good.

Unto Mr. and Mrs. Macrum were born two children following their removal to the Pacific coast. Their eldest son, Dr. Charles A. Macrum, a graduate of the University of Michigan and now a successful practitioner of Portland, married Miss Stella B. Dorris of Eugene, Oregon. Margaret J., the eldest daughter, is the wife of Dr. W. H. Byrd, of Salem, Oregon, and has two sons: Clarence M. and Donald. Newell, a railroad man living in Portland, is married and has two children: Reti and Clyde. William S., who is connected with the Merchants Bank of this city, married Lula Smith. John W., a civil engineer living in Spokane, married Miss Carrie M. Watt. Garfield H., also a civil engineer, is at home. The death of the husband and father occurred August 13, 1902, and he was laid to rest in the cemetery at Forest Grove, Oregon, where the family were then residing. Since his death, however, his widow has returned to Portland and is now located at No. 185 East Thirteenth street.

Mr. Macrum held membership in the Ancient Order of United Workmen, but his chief interests centered in the church and kindred lines of work. He took a great interest in the First Congregational church, served as one of its deacons, and did all in his power to promote the growth and extend the influence of the denomination. He was often called upon to fill the pulpit and was a delegate to church conventions on various occasions. He also taught in the Sunday school, was president of the Young Men's Christian Association for a number of years and contributed largely to its upbuilding. In fact he was in sympathy with every line of work which tends to a dissemination of the truth and constitutes a potent force in uplifting mankind. In this day when a wave of moral regeneration seems to be sweeping over the country, his life may well be taken as a type of Christian manhood and citizenship.

WILLIAM SCHMEER.

Among the prominent business men of Portland who have long been identified with its interests and who have contributed their part toward the upbuilding of the city is William Schmeer, president of the Schmeer Carpet & Furniture Company. Mr. Schmeer has been a resident of the city fifty years and has been an interested spectator of the great changes that have taken place in the development of the city and the Pacific coast.

He was born in Germany in 1855, a son of Peter and Caroline (Schmeer) Schmeer, and at six years of age left the old country with his parents, who came direct to Portland by way of the isthmus of Panama and San Francisco, arriving at their destination in the old sailing ship *Industry*. The family began housekeeping in a little four-room cottage which stood on the spot now occupied by Ladd's Bank and the subject of this review attended school in a little log house in the woods which occupied the site where now stands the Portland Hotel. Peter Schmeer engaged in farming on land which is now called Schmeer's addition. He also owned a tract of fifty-five acres on East Stark and Twenty-eighth streets. He was an intelligent and hard-working man and one who prospered in his business and set an example worthy of imitation by his children. In 1884, twenty-three years after he had established himself in his new home, the father was called to his reward, and in 1899 the mother, having reached an advanced age, also passed away.

William Schmeer grew up in Portland and after completing his education, at quite an early age entered the furniture business under Samuel Lowenstein, the firm later assuming the title of the Oregon Furniture Company, of which Mr. Schmeer became secretary, in which capacity he served for seven years, and for two years acted as president. As eastern buyer for the company he spent a great deal of time visiting the eastern markets and became widely known in a business for which from the first he seemed eminently adapted, and in which he

attained a distinct success. In 1899 Mr. Schmeer withdrew from the Oregon Furniture Company and organized the company of which he is now the head and which, under his management, has become one of the most important concerns of the kind in the northwest. The company occupies the entire building of four floors, at No. 174 First street, and carries a complete and well selected stock of the very best lines.

In 1877 Mr. Schmeer was united in marriage to Miss Viola Burke, a daughter of William Ervin and Rebecca (Simmons) Burke, pioneers of 1852, who owned a large farm near St. Johns, where they lived for many years. Two children have blessed the union of Mr. and Mrs. Schmeer: William Emery, who was married in 1901 to Miss Jessie Pitzinger, and is associated with his father in business; and Ethel, the wife of Jack Stanton of Portland.

Mr. Schmeer is one of the best known men of the city and holds membership in the Woodmen of the World and the National Union. For the past forty years he has been a member of the East Side Centenary Methodist church, being one of its earliest members and now one of its trustees. In politics he is a republican, but at local elections votes for the men whom he believes best qualified for office regardless of party ties. The success of Mr. Schmeer in business has been due to characteristics of courage, determination, persistence and patience which he inherited from worthy ancestry and which in the long run seldom fail to lead to victory. He is known as a public-spirited citizen who always has at heart the best interests of the city and possesses in an unusual degree the confidence and esteem of his friends.

LAWRENCE J. O. SALDERN.

In the life of Lawrence J. O. Saldern, a well known lumberman of Portland, is presented a remarkable example of the effect of thrift and industry, and his career also illustrates what may be accomplished by a young man depending entirely upon his own resources in a country where opportunity is open to all. He first saw the light of day in Schleswig-Holstein, Germany, January 21, 1844, his parents being Peter and Christina von Saldern. The family of von Saldern is one of the very old and prominent ones of Schleswig-Holstein, the ancestry being traced back to 1300, and some of its members are among the most influential people of the German empire. The family estates are also extensive. At the time of the birth of our subject Schleswig-Holstein was under the dominion of the Danish flag but it has since become a part of the German empire. He was educated in the public schools and was early taught to work, being apprenticed to a carriage and wagon maker, and before he reached manhood he had acquired a thorough knowledge of the trade.

Mr. Saldern was ambitious for opportunity which he did not perceive in his native land and he became convinced that his destiny pointed westward. Accordingly, at the age of twenty years, in 1864, he bade farewell to his old home and went aboard a ship bound for the united States. About this time the cholera was prevailing in various parts of Europe and many passengers aboard the ship were fatally seized with the disease and the young emigrant witnessed the ocean burial of hundreds of his fellow passengers. These scenes made a profound impression upon his mind, but he was not discouraged, as he had inherited from sturdy ancestors a spirit of indomitable perseverance which obstacles aroused only to greater exertion. On account of cholera prevailing aboard the ship he was detained for some time in quarantine before being allowed to land at New York. He proceeded westward, stopping at Davenport, Iowa, from which point he went to Muscatine in the same state, where he worked for several years at his trade. In 1870 he went to Dakota and continued in the carriage and wagon making business at Yankton until 1876, when, on account of



L. SALDERN



failing health because of the severe climate, he decided to seek a new field, selecting Portland as his home. After becoming acquainted with conditions in this state and the surrounding country, he engaged in the lumber business with such success that for some time he was the largest operator in the logging camps on the Willamette and Columbia rivers. He also became the owner of a sawmill at Albina, which he operated for two years.

In 1870, at Muscatine, Iowa, Mr. Saldern was united in marriage to Miss Florine Lindsay, a daughter of James and Nancy (Hart) Lindsay, and five children were born of this union, two of whom are now living: Eva, the wife of W. A. Packard; and Amy, now Mrs. J. T. Healey. The family occupies an elegant modern residence with a large yard adorned with beautiful shrubbery, at East Ninth street and Holladay avenue, and here Mr. Saldern is living at his ease, enjoying the results of many years of arduous toil which, however, were not without their compensations as he went along. In politics he is a republican. He is a member of the Masonic order and years ago accepted its basic principles of friendliness and helpfulness as elements of his own life. As a business man and private citizen Mr. Saldern has always pursued an honorable and upright course and wherever he is known in the northwest he is regarded with unqualified confidence and respect.

FRANCIS H. GRUBBS.

Francis H. Grubbs of Portland, occupies the position of president of the Marsh Printing Company, although he has practically retired from the active management of business interests. He was born in Pittsburg, Pennsylvania, March 24, 1834, a son of John and Susan (Austen) Grubbs. The family were early residents of Pennsylvania, settling near Philadelphia, among the first colonists of the Keystone state. They were of German lineage and the great-grandfather, George Grubbs, married a German maiden, whose dowry was a red heifer and a feather bed. They tied the bed on the animal's back and started across the Alleghany mountains to establish a home in the "wild western wilderness," settling where Pittsburg now stands. They were among the first to locate on that site, the place being known as Fort Pitt. The great-grandfather was shot by an Indian near the fort, the wound being inflicted by an arrow. This did not kill him, however, and in time he recovered, remaining a resident of that locality throughout the residue of his days. Many of his descendants still live in Pittsburg or in that part of the country. Agriculture seemed to be the usual occupation of the family in the early days.

However, John Grubbs, the father of Francis H. Grubbs, became a contractor and builder of Pittsburg. He was born about twelve miles from that city on the 31st of December, 1801, and died in Oregon on the 8th of January, 1886. He was a son of Conrad Grubbs, a farmer by occupation, who died on the old homestead near Pittsburg. While living in Pennsylvania, John Grubbs wedded Susan Austen, who was born at Cattle Gate Manor, Wiltshire, England, in 1814, and died in Oregon at the age of eighty-five years. In 1846 John Grubbs and his family left Pennsylvania and went to Michigan, where they resided for five years. On the expiration of that period the father and his three sons, Francis H., John C. and Elijah E., came to the Pacific coast, traveling westward with ox teams and reaching their destination in the fall of 1852, after six months spent upon the way. They settled near Corvallis, where John Grubbs took up a claim of three hundred and twenty acres of land, on which he built a house. He hauled logs to the mill, had them sawed into lumber and his knowledge of carpentering enabled him to build his home. This was one of the early frame houses of the district, the brothers living in a small shack while it was being erected. About a year later Francis H. Grubbs returned to the east by

way of the isthmus of Panama in order to remove his mother, three sisters and a younger brother to Oregon. The return trip was made by way of the isthmus and they had much trouble in reaching their destination. It was a difficult undertaking to cross Panama, as the natives were very hostile and would attack travelers at every opportunity. Finally, however, Mr. Grubbs and the others of the family reached Oregon and at Portland he secured a wagon to take his mother and the children to Corvallis, where the father was located. When they reached their home no one was there, as nothing could be definitely known as to the time of their arrival. The other members of the family were at work in the woods, but soon a brother of Francis H. Grubbs returned to the house, and as soon as he caught a glimpse of Francis called out: "Which one is dead?" expecting to find that some of the family had perished by the way on account of the hard trip. The trip, however, had been safely accomplished, and all went to live upon the old homestead, Francis H. Grubbs and his brother assisting the father in fencing the place. Then they started to school, being enrolled as pupils of the Willamette University. Soon Francis H. Grubbs was old enough to take up land and secured one hundred and sixty acres adjoining his father's property, but later his brother, Elijah E., bought him out. For seven years Francis H. Grubbs attended Willamette University and completed the course with the first class that was ever graduated on the Pacific coast. There were three members of the family in that class, the others being his brother John C. and his sister Margaretta, who later became the wife of James Odell.

After completing his early education, Mr. Grubbs took up the profession of teaching and was made principal of the academic department of Willamette University. He remained as a teacher there for six years and his wife, who had also graduated in the class with him, was likewise a teacher in that school, being elected preceptress after the first year. She bore the maiden name of Lucy Anna Marie Lee and was a daughter of Jason and Lucy (Thomson) Lee. Her father was one of the first Protestant missionaries of Oregon and was for many years superintendent of Methodist missions in this state; a most interesting and historic character, whose labors were a vital element in the moral development of this district. His daughter, Miss Lucy A. M. Lee, was born in Salem, Oregon, in 1842, in the first house built in that town, and for the acquirement of her education became a student in Willamette University, where she met Mr. Grubbs. The date of their graduation was July 14, 1863, at which time the degree of Bachelor of Arts was conferred upon them and they had also received Latin diplomas certifying their attainments. They were married on the 27th of July, 1864, and after teaching in the university for six years took charge of Baker City Academy, a new institution, with which they were connected for two years. He next became connected with La Creole Academy at Dallas for a time. They then devoted two years to teaching in Umpqua Academy, at the end of which time Mrs. Grubbs became ill. He was next made principal of the schools at Eugene, and subsequently went to The Dalles, where he remained as principal for three years. His health failing, he was obliged to give up teaching and through the influence of his friend, Mr. McClelland, who was superintendent of bridges and building for the Northern Pacific Railroad Company, he was made paymaster, with headquarters at Spokane, his work extending over a territory of two hundred and twenty-eight miles. He was with that company for two years, and when Mr. McClelland was made superintendent of the Canadian Pacific, Mr. Grubbs went with him as assistant superintendent of one of his divisions, acting in that capacity for two years. On the expiration of that period he returned to Oregon and became manager for the Union Mutual Life Insurance Company of Maine. He was given jurisdiction over Montana and removed to that state, where he remained for two years. About that time his father died at the age of eighty-five, at the home of a daughter in Eugene, where he had for some time lived retired. Francis H. Grubbs then took up the work of settling the estate. Subsequently he and his daughter, Ethel W., traveled in the east

for six months, the daughter then remaining in Boston for two years to study in the New England Conservatory of Music. She is an only child. The mother had passed away April 28, 1881, and after leaving his daughter in the east, Mr. Grubbs went to Alaska with Mr. McClelland, with whom he had previously been associated and who was the owner of a large fish cannery and trading establishment. Mr. Grubbs was given charge of the trading station, and to the business devoted his energies for two years. He then returned to Portland and was joined by his daughter, who had finished her studies in the east. Mr. Grubbs joined with R. J. Marsh in the organization of the Marsh Printing Company in 1889, and a successful business was established. Later Mr. Marsh was killed and Mr. Grubbs took charge of the plant, with which he has been connected to the present time. His business has been a paying investment, and has brought a substantial return to its stockholders.

He has now passed the seventy-sixth milestone on life's journey. His has been an eventful and useful career. He was only seventeen years of age when he came with his father to the northwest and the experiences of frontier life in this section of the country are familiar to him. Business interests have called him not only to various sections of Oregon, but also to Montana, Washington and Alaska. He has watched the making of history, as it has unfolded in the events which have marked the material, intellectual, political and moral growth of the northwest. He came to be recognized as one of the foremost educators of this state and later proved his efficiency and ability in business lines as distinct from professional activities. His name is honored for what he has accomplished, his labors being an element in the substantial progress of this section as well as a source of individual success. He is a member of the Methodist Episcopal church and has served as superintendent of the Sunday school, class leader, steward and trustee for many years.

MATHEW BRADY.

Mathew Brady was numbered among the successful contractors of Portland of an earlier day and the Union block and other substantial structures stand as monuments to his skill, workmanship and business enterprise. During the last two decades of his life, however, he lived retired, his previous success being sufficient to enable him to put aside further business cares.

He was born in Dublin, Ireland, in 1822, a son of Andrew and Esther Brady. His education was acquired in the schools of the Emerald isle up to the time when he came to America. He was still quite young, however, when he crossed the Atlantic. St. Louis became his place of residence, and there he remained until 1855, when he started for California in search of gold. The first wild excitement over the gold discoveries had subsided, but it was learned that there was a goodly supply of the precious metal to be secured in California by those who had the patience and the capital with which to work the mines. Mr. Brady made the journey westward by way of the isthmus of Panama, and Henry Everding of Portland was in the same party. Reaching San Francisco, he made his way to the mines, where he continued until about 1860, when he came to Portland. He had two sisters living here at that time and his consideration of the business possibilities and opportunities of the city brought him to the conclusion that it would be a good place in which to locate. He purchased a lot at the northwest corner of Fifth and Stark streets, which was then covered with trees and stumps. He cleared the land and built a house, thus establishing his home in the Rose City.

On the 13th of February, 1870, he brought to his home as his bride Miss Margaret Donohue, whom he had wedded on that day. She was a daughter of Daniel and Margaret Donohue, natives of Newtown, Mount Temple, Ireland,

and Mrs. Brady was also born on the green isle of Erin. She came to America when fifteen years of age and lived in New York until 1862, when she made her way to Portland by way of the isthmus of Panama. From the time of their marriage until 1893, Mr. and Mrs. Brady occupied the original dwelling which he built, but in the latter year he erected a fine modern residence at the corner of Twenty-fourth and Johnson streets. To this he removed and there remained until his death, which occurred on the 1st of October, 1904. The home is still occupied by his widow and daughter, the former being now seventy-five years of age. Mr. Brady learned the mason's trade when young, and followed contracting in Portland. He built a number of buildings here, including the Union block, and was in partnership with Mr. Casen and later with Mr. Caywood. He retired about twenty years, however, before his demise, for he had prospered in his undertakings and his numerous contracts and well directed business ability had brought him a substantial competence.

Unto Mr. and Mrs. Brady were born three children: Edward, who died at the age of nine years; Mamie Esther Caroline, the wife of George A. Vogt, a native of Peru, Illinois, and now a resident of Portland; and Francis E., who died at the age of eleven years. Mr. and Mrs. Vogt reside with Mrs. Brady and they have one daughter, Lucile M. They also lost a daughter, Doris C.

During the early days of his residence in this country, Mr. Brady was a strong democrat, but later became equally zealous in his support of the republican party. He would never consent to hold office, but was always most loyal to the political principles in which he believed. He was a strong temperance man and held membership in the Catholic church. He had a cottage at the seaside where he spent the summer seasons, and in his beautiful home in Portland the winter months were passed. His success in former years enabled him in the last twenty years of his life to enjoy rest from labor, with leisure to participate in those activities which he found of most interest and pleasure.

JUDGE OWEN N. DENNY.

Among the distinguished residents of the northwest Judge Owen N. Denny was prominent. He was long connected with the consular service of the United States and his high ideal of citizenship made his efforts in the government service of lasting benefit to the country. Moreover, in this section he was well known as an able lawyer and in the later years of his life gave his attention to his invested interests and the management of his farming property.

He was a native of Ohio, born in Beverly, September 4, 1838, a son of Christian and Eliza (Nickerson) Denny, the former a native of Virginia and the latter of Massachusetts. The mother was a direct descendant of colonists who came to America as passengers of the Mayflower. Judge Denny spent the first thirteen years of his life in the state of his nativity and then accompanied his parents on their westward emigration to Oregon in the year 1852, a year which witnessed the arrival of many of the settlers who had come to locate permanently that they might reclaim this region for the purposes of civilization and establish homes here in a district whose natural resources afforded them excellent opportunities. The Denny home was established in Lebanon and the future judge continued his education as a student of the Lebanon University and the Willamette University at Salem, where he was graduated.

Determining upon the practice of law as a life work, he began reading under the direction of Amory Holbrook and Joseph Wilson, and after a careful and thorough preparation was admitted to the bar. A short time subsequent to his admission he removed to The Dalles and during his residence there was appointed and later elected judge of Wasco county, when he was only twenty-four years old. His course upon the bench was marked by fair and impartial rulings



OWEN N. DENNY



which indicated a thorough mastery of the law and a recognition as well of the equity of the case.

About 1864 Judge Denny removed to Portland and was here elected police judge, sitting upon the bench of that court for four years, after which he resigned to accept from President Grant the appointment of collector of internal revenue for Oregon and Alaska. Throughout much of the remainder of his life he continued in the service of the nation and stood as a splendid representative of government interests, holding to the highest ideals of citizenship, his being a notably conspicuous and honorable career at a period when too much corruption has been manifest by those in political office. In 1870 he was appointed United States consul to Amoy, China, but declined the position and continued in the practice of law until 1877, when he was appointed United States consul to Tien Tsin. In 1880 he was advanced to the position of consul general at Shanghai, where he represented the government for four years, displaying marked diplomacy in the conduct of the intricate and often delicate duties which devolved upon him in that connection.

After serving for four years he resigned and returned to Portland, but had again been a resident of this city for only a brief period when he received a cable from Li Hung Chang on behalf of the king of Corea, inviting him to Seoul. He accepted the invitation in 1885 and on his arrival was made foreign adviser to the king and director of foreign affairs at a salary of twelve thousand dollars a year. He held this office for four or five years and returned to Portland in 1891 solely on account of his health. Here he was made receiver of the Portland Savings Bank about 1894, in which position he continued for three years, when he retired on account of failing health and in order to devote himself to his private interests, including the supervision of several farms in which he had made judicial investment. While consul general in Shanghai Judge Denny had introduced into Oregon the ring-necked Chinese pheasant, a Mongolian game bird which is now the principal upland bird in Oregon and in Washington and by common consent of sportsmen, also by decree of the legislature, has been given the name of the Denny pheasant.

In March, 1900, Judge Denny went to Long Beach, Washington, hoping that a change of climate might prove beneficial to his health, and there passed away on the 30th of June. The public record of few men of Oregon have extended over a longer period and none have been more blameless in conduct, stainless in reputation and faultless in honor.

CAPTAIN FRED LEELEWES.

The life history of Captain Fred LeeLewes is an interesting chapter in the annals of Oregon and the northwest. Living in Portland at the age of eighty years, his mind is still alert and he relates with keen zest the incidents of pioneer life, with many of which he was closely associated. One act alone of his life would entitle him to prominent mention in the history of Oregon—a wild ride of seventy miles without stopping for food or drink, save once to water his horse, that he might warn the Waiilatpu mission of the impending Indian massacre. In this he undoutbedly saved the lives of seventy-five white people who were planting the seeds of Christian civilization on the western frontier.

Captain LeeLewes was born near Red River, Canada, on the 29th of September, 1830, a son of Captain John and Fannie LeeLewes. He attended school at the place of his nativity until about fourteen years of age, when he came to the west with his father and the family in the autumn of 1844. Previously his brother Adolphus had made the journey to Oregon by boat in 1836 and sent back favorable reports concerning the condition of the country and the natural resources here offered. The parents left Canada at the time stated, traveling slowly west-

ward until they crossed the Rocky mountains and reached the headwaters of the Columbia river, the father then taking full charge of the interest of the Hudson Bay Company at Fort Colville. He remained in the employ of that company for forty years, one of its most trusted and trustworthy representatives. The family met the usual experiences of pioneer life, when settlers had to make and manufacture almost everything which they used. Ingenuity and invention were called forth, but the pioneers were always willing to help each other and a spirit of brotherly kindness prevailed among the white men of the northwest. In 1845 the father found it necessary at two different times to make the journey to Vancouver for supplies and with seven bateaux started for his destination. They ran all rapids but those of the Cascades and The Dalles, at which place the boats had to be drawn over the portage by the crews. No difficulties, however, were experienced after leaving The Dalles.

Captain LeeLewes describes the headwaters of the Columbia river at the time of the arrival of the family in the northwest as two beautiful lakes with a narrow strip of land, hardly more than a path between. One of these lakes is called Comeles Punch Bowl. The weeks and months passed on and the LeeLewes family were becoming thoroughly accustomed to the conditions which they found here and the environment of the frontier. Indians were numerous in this part of the country and at times showed open hostility. It was upon a night in November, 1847, that a band of friendly red men came to the home of the LeeLewes family, saying that the Cayuse Indians were making ready to kill all of the whites at Waiilapu mission and that they then intended to massacre all at Tshimikan mission on Walker's prairie, where the Rev. Walker and the Rev. Eells were in charge. About daybreak—at five o'clock—the next morning Fred LeeLewes, then a youth of seventeen years, mounted a swift horse and started to warn the missionaries of their impending danger. Never stopping for rest, for food or drink, he urged his horse on constantly until he reached the mission at two o'clock in the afternoon, thus completing a hazardous ride of seventy miles. He bore the message from his father that all were to come to the fort for protection and in the early morning hours of the following day seventy-five people started and after two days' travel reached Fort Colville. They were given a building to live in and were assisted in every way possible by John LeeLewes and his family. It was afterward learned that the Indians reached the missions the second day after the ever memorable massacre of Dr. and Mrs. Whitman and their associates, intending to repeat their deed of horror, but the courage of Captain LeeLewes prevented another tragic chapter in Oregon's history.

The following year he joined a band of volunteers who were to act as escort to the emigrants coming to the Willamette valley. In 1849 he took up his abode in Portland and became a clerk in the store of Crosby & Smith, proprietors of the first mercantile establishment in this city. He occupied that position for two years. He was at one time a packer in Captain Wright's command, while on a hunt for Indians who were killing the emigrants. While thus engaged his Cayuse pony threw him upon a rock, cutting a gash in his scalp. His wound was dressed as best it could be done under the circumstances by the surgeon of the company and, not wishing to shirk duty although injured, he took up the task of driving the ambulance team.

After the Indian war Captain LeeLewes worked with his brother Adolphus, who had taken up a donation claim on the Lewis river. Subsequently he purchased his brother's interest in that property and lived upon this farm of six hundred and forty acres. He became owner in 1855 and made his home there until about 1890. In the early days he had to take his grain in sail boats from his farm to Milwaukie to be ground, as that was the only gristmill accessible. To reach it he had to travel a distance of seventy-two miles. On one occasion he was making a trip in his sail boat to the Portland market. He was accompanied by a young man on the farm, who was anticipating a visit to his lady love and expressing his happiness by "cutting a pigeon wing." The dance was of short duration,

however, a lurch of the boat sending the young man into a basket containing sixty dozen eggs. His predicament was anything but pleasant, for he had with him but one suit of clothing. There are few men who could give as interesting and vivid pictures of pioneer life as can Captain LeeLewes, who has been an interested witness of the growth and progress of this section of the country for two-thirds of a century. He continued to reside upon his farm in Collets county, formerly a part of Clarke county, Washington, which he still owns, until 1890, when he retired and came to Portland to live with his children.

He was not only numbered among the enterprising and progressive farmers of that region but also took an active part in the public life of the community. He served as county commissioner of Clarke county for four years, being elected to the office on the republican ticket, and after the division of the county he filled the office of constable of Collets county. He also conducted a general store on the ranch for a time and thus supplied the wants of the early settlers of that locality.

In 1855 Captain LeeLewes was married to Miss Millie Bozarth, who came west with her parents in 1845. Unto Captain and Mrs. LeeLewes were born seven children: Lillie, the deceased wife of Charles H. Ewing; Adolphus, of Portland; Harry, of Oregon, who married Fannie Tooley and has two sons, Adell and Burrell; Rose, who is the wife of J. A. Grove, of Los Angeles, and has one son, Earl; Archie, of Portland; Mabel, the deceased wife of Elmer E. Wright; and Georgia, the wife of Fred R. Alexander, of Portland. The wife and mother died in 1882.

Captain LeeLewes is a member of the Episcopal church, of the Indian War Veterans and of the Oregon Pioneer Society. His business interests have brought him a substantial measure of prosperity, so that the comforts of life are easily acquired. He is a genial, lovable gentleman, always wearing a pleasant smile, and is an honored member of the family of his daughter, Mrs. Fred R. Alexander, living at No. 895 Commercial street.

FRANK A. KNAPP.

Much property has been developed and subdivided by the real-estate firm of Knapp & Mackey, of which Frank A. Knapp is senior partner. He has been identified with the real-estate business in Portland since 1903 and now occupies a suite of rooms in the Board of Trade building. The period of his residence in Portland covers twenty-seven years. The city of Oshkosh, Wisconsin, numbers him among its native sons and he remained a resident there from the time of his birth, in 1853, until he was thirteen years of age, when he went with his parents, William A. and Lucinda (Gilbert) Knapp, to Fond du Lac, Wisconsin. He is indebted to the public school system of that state for the educational privileges which he enjoyed and after leaving school he embarked in manufacturing in Fond du Lac, where he resided until 1883—the year of his arrival in Portland.

Mr. Knapp came to this city as manager for the Frank Brothers Implement Company, which position he held for over fifteen years, contributing in a large measure to the successful conduct of that enterprise. In 1903, with A. L. Maxwell as a partner, he turned his attention to the real-estate business, which they conducted at that time exclusively on a commission basis. One of Mr. Knapp's first important deals was selling to the American Can Company the site they now occupy on the river front. About a year after the establishment of the business A. L. Maxwell withdrew from the firm and six months later S. P. Mackey was admitted as junior partner, under the present firm style of Knapp & Mackey. They have done considerable business in developing and selling lots in various subdivisions throughout the city. While none of these have been extremely large, they have handled many different subdivisions and at this writing in 1910 are closing up the sales on their latest one, Ardenwald, having sold about one hun-

dred and fifty lots in that subdivision, which is located just east of the golf links in Portland.

Mr. Knapp has been married twice. He first wedded Miss Emma Raymond, and unto them was born a daughter, Mrs. C. M. Hurlburt, of Hood River, Oregon. His present wife was at the time of her marriage to Mr. Knapp the widow of J. W. Brazee, who was a pioneer river man of Portland. Her maiden name was Minnie Biles. Her father, James Biles, now deceased, was one of Portland's pioneers, who crossed the plains with his family when his daughter Minnie was but nine months old.

Mr. Knapp is a valued member of the Arlington and Commercial Clubs and of the Masonic fraternity—associations which indicate much of the nature of his interests and the principles that govern his conduct. The firm of Knapp & Mackey has rapidly progressed to a foremost position in real-estate circles in Portland.

THE DIMICK FAMILY.

Among the colonial family names dispersed among the states and identified from the first with our national growth is that of Dimick. Under the vicissitudes of pioneer community building and subsequently, the early records of this family, like those of a majority perhaps of the English colonists of America, have been lost, the chief events only having been preserved by family traditions and heirlooms.

The enterprise, heroism and fortitude requisite for the colonial venture were of themselves an endowment possessed only by people of positive and sterling qualities. Hence, the distinguishing traits of many of these sturdy adventurers, for which their names were synonyms, still survive in their descendants. To that type of citizens this family belongs.

In temperament the Dimicks, although originally from the northern colonies, resembled the old Virginians in their fondness for fine horses and sportsmanship rather than their austere Puritan neighbors. Being people of high metal, active in mind and body, their character was a remarkable combination of purpose and energy. Regarding religious beliefs like Roger Williams of the preceding century, they have always been broadly tolerant, never moved to fanaticism and persecution. Public-spirited, their political principles have always been fearlessly expressed. In business they have been keen and resourceful, thrifty and well-to-do; in professional life successful; and in political life efficient and honorable.

MYRON HAWLEY DIMICK.

Solomon Dimick whose father, born in London, was a soldier of the Revolutionary war, was born in New York about the year 1790. He married Dezhiah Estes, whose father also served in the Revolutionary war. From this union twelve children were born, the fifth of whom, Myron Hawley Dimick was born in Mohawk county, New York, November 28, 1820. In 1822, Solomon with his family moved to the Western Reserve in Ohio, where he had the first apple orchard in that section of the state. There he spent the rest of his life. One of his sons settled in Bellevue, Ohio, where he became a prominent and honored citizen. On attaining his majority, Myron H. Dimick located in Belvidere, Illinois. Returning five years later, he married Eleanor Ennis, July 3, 1846, and settled in northern Illinois. Eight children were born to them of whom five are now (1910) living: Mary Dimick Meserve, Altha Adelia Dimick, Milo M. Dimick, Merton E. Dimick and Aphia L. Dimick, all of Portland, Oregon.



APHIA L. DIMICK

For many years Myron H. Dimick resided on a large stock farm, adjoining De Kalb, Illinois. In 1850 he was appointed field agent by Hamlin & Green of Chicago to handle the land grants of the Illinois Central Railroad, which position he held twelve years. He was always a staunch advocate of good roads and deeply interested in education, having served many terms as school director. In 1862 Mr. Dimick came across the plains driving horses. He started with a number of very valuable horses, among them being a fine stock horse, which he purchased in Vermont, paying three thousand dollars for it. The stock was poisoned by alkali water and died before reaching Oregon. Mr. Dimick was a skilled veterinary surgeon. He always took a great interest in county and state fairs, being considered an authority on horses.

He was a whig, voted for Abraham Lincoln and was a lifelong staunch republican. Like his father, he was affiliated with the Universalist church. He lived in Salem until 1868, when he moved to Portland, where he died January 19, 1895. He was exceedingly generous-hearted and would share the last dollar with friend or stranger in need.

His wife was indeed a helpmeet. Her nature was a peculiar combination of sweetness and strength. She always rose to meet the occasion, no matter how trying. She was the homebuilder as evidenced by the fact that all the living children and the only grandchild were living with her at the time of her death, February 4, 1905. Her's was a rare spiritual nature. A devoted wife, a loving mother, a staunch friend, always charitable, generous, forgiving—her influence over her children was remarkable. Her friends were legion and in many a household the name of Mother Dimick was the synonym for everything that was true and noble and womanly.

At the funeral of Mrs. Dimick, her pastor, Rev. Dr. T. L. Eliot, of the First Unitarian church, spoke of her in terms that will in part show the impression that she made upon her intimate friends and fellow-citizens. Dr. Eliot said: "There are some qualities that only the ripest experience can attain to, and in thinking of Mrs. Dimick and of my relations to her as pastor for over twenty years, it is qualities of this character that seem to me to gather about her name and memory. Her life was conspicuous first for Wisdom, a quality which is more than knowledge. I add the quality of Reverence, which is more than theology or philosophy, and lastly the quality of Service, which is more than duty, containing at its heart the principle of self-renunciation. I have never known any one who more fully verified the ascription to womanhood in the closing chapters of the Book of Proverbs. 'She was not afraid of the cold for her household,' no, nor afraid of anything that stood in the way of her protecting care and pride; and in few homes could it be more truly said that 'her children rise up and call her blessed.' There was in fine a constancy of principle, a habitude of self-sacrifice, an attitude of sustained cheerfulness, whose source could be none other than the presence and the power of an Unseen Friend. And her life was a fresh proof to me that our human experience must draw its inspirations from divine sources in order itself to become a providence and a benediction to other human sorrows and needs."

APHIA LUCINDA DIMICK.

Aphia Lucinda Dimick is regarded as one of the progressive educators of Portland and the state. She is the youngest daughter of Myron H. and Eleanor Ennis Dimick, and was born in De Kalb, Illinois. She received her education in Oregon and was graduated from St. Mary's Academy and College of Portland in 1873. She soon entered the profession of teaching, in which she has had marked success. Miss Dimick taught three months in the country school-room and was then appointed teacher of the infant class in the old Harrison

(now Shattuck) school, under I. W. Pratt as principal. She was promoted each succeeding year for the first six years. Later she taught both primary and grammar grades in the old Central and Park schools. Miss Dimick was vice principal for nine years at the Park (now Ladd) school. In September, 1896, Miss Dimick was made principal of the Holladay school, "where her executive ability and progressive methods stamped all her work to such an extent that, in 1898 when she was transferred to Brooklyn school, there was an almost unanimous protest from the people of Holladay addition, who desired her retained in that building."

One of the presidents of the Brooklyn Mothers' and Teachers' Club says: "It has been in the capacity of principal of Brooklyn school that there has been full play and scope for her progressive methods and ideas. After years of persistent, earnest effort, her plans of uniting the home and the school in solution of the problems of child life have been approved by the parents, have taken permanent root, and have spread to the other schools of the city. The Mothers' and Teachers' Club of Brooklyn school, organized through the efforts of Miss Dimick, has rapidly become a force for good in the community and has been the main avenue through which she has reached the parents of this section and secured their cooperation. She has been much more than a mere teacher, for she has always entered into the life and ambition of the child, taking a personal interest in each child under her charge. It would thus seem that the problem of bringing the home and school closer together and uniting their joint responsibility, had been reached through her methods. In her numerous public addresses, Miss Dimick has always maintained that the parents have a responsibility that they can not shift on to the schools, but also that the teacher has a joint responsibility with the parents. The kindergarten has had a strong advocate in her, and the establishment and maintenance of a kindergarten department at the Brooklyn school for several years past has been due to her desire to demonstrate the value of this initial work in the hope that through this demonstration the kindergarten may become a part of the public school system."

Miss Dimick has the remarkable record of having taught continuously in the Portland public school (since September, 1874) thirty-six years. Miss Dimick was elected assistant secretary of the State Teachers' Association when she had taught only one year and held that position for five successive years. She has always taken an active interest in institute work and was elected president of the Western Division of the Oregon State Teachers' Association in November, 1906, the only time this honor has been conferred upon a woman.

In 1884, Miss Dimick was elected first president of St. Mary's Alumnae Association and served in that capacity for seventeen successive years. The following is a tribute from her alma mater:

"If the past faculties of St. Mary's Academy and College could voice an estimate of Aphia L. Dimick, their worthy alumna, they would give this judgment of her merit: 'She has honored her alma mater.' Miss Dimick who received here elementary training at the Academy of the Sacred Heart, Salem, Oregon, was entered as a student at St. Mary's Academy, Portland, September, 1870. She came to us as a frail young girl, dawning into womanhood, but with an intelligence developed far beyond her years; with an ideality of purpose which was an earnest indication of high endeavor and which bore marked results as evidenced in her graduation from St. Mary's Academy with first honors. Her habits of self-control, her superior sense of honor, her indomitable energy, and versatile powers of expression prepared her for her life work, that of teaching in the public schools of her home city, Portland. What has been the scope of that work, what its influence for good in the Pacific northwest, can not be gauged by human reckoning.

"During the years when the teaching of heavy grades in the Park school and acting as principal of the night school, made strenuous demands, on phys-

ical strength, Miss Dimick undertook the task of securing the degree of B. L. from her alma mater by pursuing a literary and classical course. The hours of well earned rest were given to realizing a purpose in which she was eminently successful.

"At the inception of St. Mary's Alumnae Association in 1884, Miss Dimick was elected to the office of president, which she held during seventeen years with dignity and efficiency. During thirty-seven years she has lived in close intimacy with St. Mary's. The trend of events, at times might have appealed to another, so circumstanced, to safeguard her individual interests and forego the attachment to her alma mater, but the strong woman proved that 'Loyalty to loyalty is the crown and real end of loyalty.'"

Miss Dimick has always been an active member of the Teachers' and Principals' Clubs of this city and has been a lifelong member of the First Unitarian church of Portland, Oregon.

Mr. Joseph Buchtel says: "I have known Miss Aphia L. Dimick for many years and can testify to her worth and services as an educator in this city. Unlike many teachers, she has placed the matter of salary in a secondary place to the services rendered and has always been enthusiastic for the development of the child under her care. There is a vast difference between the educator who is in the profession simply for what there is in it financially and the one who is the teacher for the good that may be done. Miss Dimick belongs to the latter class. She has been much than a mere instructor in branches of study; she has sought during her long years of service in the public schools of Portland to solve the real problems of child life and child nature by careful study and close application. I doubt if any of our teachers have made a deeper or more effective study of her profession than has Miss Dimick, and I doubt whether there is another educator in the state who has made a greater success in that profession. Certainly no one has been more devoted to the profession than she. If we are ever to have a higher class of teachers, it must be through that enthusiasm for the work that is born from love of the work and for the child. Miss Dimick has always subordinated selfishness for the broader principles of education; hence, her great success."

In 1895, while city superintendent of the Portland public schools, Professor I. W. Pratt wrote of Miss Dimick: "It has been my privilege to be a co-worker with Miss A. L. Dimick for over twenty years. She is a woman of fine character, energy and courage. Her firm, quiet, earnest manner can not fail to impress all with whom she comes in contact. Her work as principal of our night school has seldom been equalled and never surpassed. She is faithful, intelligent and appreciative in all her work—these characteristics she bears as a part of herself and projects into every day life. She deserves a high place in opportunity for usefulness."

"For twenty-five years I have had personal knowledge of the work of Miss Aphia L. Dimick in the public schools of Portland, first as a teacher and afterwards as principal of a grammar school. She is a teacher of the very first rank and a most successful disciplinarian. Held in the highest esteem by her pupils, she secures from them earnest effort and hearty cooperation. Her services have always been faithful and effective. Her influence has been an uplift in the part of the city where she has worked and has tended constantly to the improvement of social conditions" is the estimate that Superintendent Frank Rigler of the Portland schools places upon her work.

Rev. Dr. T. L. Eliot says of Miss Dimick: "During all the years that Miss A. L. Dimick has been so faithfully teaching in the public schools of Portland, I have been intimately an observer of her work. Several of my children have been her pupils. I do not easily find words to express my appreciation of her character as a woman and a teacher. Few people make such a conscience of their profession. Her influence upon pupils is of that high order, which wins

from them tireless industry and forms their characters to noble standards. She is superior in every branch of pedagogic skill and as well qualified as any one I know for all executive functions, such as principal or superintendent. Her administration for fifteen years as principal of Holladay, and for the last thirteen at Brooklyn school, has had a remarkable quality not only in school work but upon the character of both pupils and their homes, and, indeed, upon the tone, moral and civic, of the whole immediate section of the city."

State superintendent of public instruction, J. H. Ackerman says: "For more than twenty years, I have been conversant with the educational work of Miss Aphia L. Dimick, the subject of this sketch, during which time I have come to appreciate more and more her educational qualifications as a woman and an educator. She has won a most enviable position in the educational ranks of the state, one of which she may well be proud. During this time she has been continuously connected with the Portland schools, and the high esteem in which she is held by the thousands of pupils who have come under her guiding and inspiring influence is a higher and better tribute to her worth than any words I may say.

"Miss Dimick has always been quick to respond to any call of duty, whether within or outside the city. She served, with honor, as president of the Oregon State Teachers' Association, Western Division, by preparing and administering one of the strongest programs the association has ever had.

"Miss Dimick has a strong personality, high sense of professional honor, marked administrative ability and an unimpeachable character. The state, indeed, has been fortunate in having her services during so many of her best years, and the world is better for her having taken part in its educational work."

JOHN PETER RASMUSSEN.

John Peter Rasmussen, president of Rasmussen & Company, has been prominently identified with Portland business interests since 1874. He was born at Ringsted, Denmark, January 10, 1853, the son of Jens and Mary (Christensen) Rasmussen. The father, who was a farmer by occupation, was born in 1817 and died in 1871, while the mother, who was born in 1820, survived her husband until 1883.

J. P. Rasmussen was educated in the public schools of his native country and assisted his father with the work of the farm until nineteen years of age, when he decided to try his fortune in America. Arriving in the United States in 1872 he remained in the east for about a year. In 1873 he came to Salem, Oregon, and in May, 1874, arrived in Portland. Here he began as a painter's apprentice, mastered the trade which he followed until 1886, when he embarked on his own account in the painter's supply business. Later he took a partner into the business and the firm name was changed to Rasmussen, Fisher & Company, continuing thus until 1893, when Mr. Rasmussen withdrew and founded the house of Rasmussen & Company. The business was afterward incorporated with Mr. Rasmussen as president and executive head. In 1905 they began in the manufacture on an extensive scale of paints, varnishes, windows, doors, etc., and are today one of the most important organizations in their line in the northwest.

An optimist as to Portland's future, Mr. Rasmussen has wisely invested in considerable real estate and the soundness of his judgment has been amply demonstrated by the phenomenal increase in values in recent years. He is a member of the Board of Trade, the Chamber of Commerce and the Commercial Club, being especially interested in the various projects of the latter to stimulate the commercial interests of the city and state.

He is a republican where national questions are involved, but locally prefers to support the men he deems best qualified to conserve the city's civic and busi-



JOHN P. RASMUSSEN

ness advancement. He is a member of Grace Methodist Episcopal church and serves on its board of trustees and is a liberal contributor to the various charities of that organization. Mr. Rasmussen was married in Portland in 1878 to Elizabeth, daughter of Christopher Daniels of Chicago, Illinois. They have four children: Jennie Sophia, Hardy Daniels, Sidney Christopher and Ralph Waldo. The family residence is at 380 East Eleventh street North.

Industry, close application and a strict observance of a rigid code of business honor have constituted the salient features of his success. Genial, prosperous, generous, by sheer merit, Mr. Rasmussen has won for himself an enviable position in the commercial and social life of his adopted city, where by taking intelligent advantage of the opportunities offered he has become a striking example of that peculiarly American product, the self-made man.

MAX S. HIRSCH.

Max S. Hirsch is president and general manager of one of the substantial and productive industries of Portland—the Willamette Tent & Awning Company, which is the largest concern of the kind on the Pacific coast. The development of this business from a very small beginning to its present extensive proportions, is incontrovertible proof of the business ability and progressive methods of him who stands at the head. And, moreover, his life history is of intense interest, for his success has come to him as the merited reward of earnest labor intelligently directed.

He was born in Rhein-Hessen, Germany, and his educational privileges were those offered by the public schools of his native country. The year 1871 witnessed his arrival in America, and he made his way direct to Portland, where he entered the department store of Meier & Frank. The senior member of this firm, Mr. Meier, was his uncle, and it was through his influence that Mr. Hirsch came to Portland. He remained with that company for twenty years, working his way steadily upward from the position of utility boy to that of manager. He resigned in 1906 to become connected with the Willamette Tent & Awning Company, of which he was made vice president and general manager, while since 1908 he has been the president. The other officers are E. H. Wemme, vice president, and H. A. Weis, secretary and treasurer. The company today employs one hundred and ten operatives in the factory, mostly women. The business had its inception in 1884, when a small room, twenty by twenty feet, in a frame building was secured in which to conduct a tent and awning manufactory. At that time, however, only two people were employed, but the four hundred square feet of floor space was ample for the business. The growth of the enterprise is indicated in the fact that today the concern occupies more than one hundred and thirty times the original floor space, having erected a large brick building, containing on its four floors fifty-five thousand square feet, nearly every foot of which is utilized in the manufacture of tents, awnings, porch curtains, wagon covers, sheets, canvas hose, hammocks, flags, camp furniture, bags, cordage, umbrellas, waterproof clothing, and in fact everything that can be made out of canvas. At first its principal output was awnings for the merchants who in that day could afford the luxury but the gradual growth of the business has enabled the house to increase its output in the number of manufactured articles as well as in the extent of the shipments. The plant is equipped with the most modern facilities for the manufacture of its various products and for the comfort and health of its one hundred and ten employes. The basement is used for the machinery and wood and iron work, the first floor for the office, salesroom, and packing and shipping rooms, the second and third floors are used as stock rooms, and the fourth floor is the factory with its fifteen thousand square feet of space. It is said that this factory is unequalled in the city for light, air and general sanitary conditions. The large window and skylight surfaces furnish light

for every inch of space. The automatic sprinkler system is perfect so that the danger from fire is practically annihilated. The latest improved machinery has been installed and chutes from the factory deliver goods in a second down three stories, while speaking tubes connect all departments. Moreover, this factory is similar to the National Cash Register and other model factories of the country in the care which it gives for the comfort of its employes. It is the only factory in the city which provides a large lunch room for the help. This firm ships goods all over the Pacific coast and some of their lines find a ready market in New York, Mexico and even Russia, and the water bags and horse blankets are sold extensively in South Africa.

Mr. Hirsch is also president of the Adam Appel Water Bag Company, occupying a part of the building with the Willamette Tent & Awning Company. Under his management the business is thoroughly systematized so that there is a minimum expenditure of time, labor and material yet without sacrifice to results in manufacture or to the comfort of employes. He is secretary of the Portland Tent & Awning Company and is president of the Stark Street Improvement Association. At present he is erecting a new hotel to be known as the Clark Hotel at the corner of Tenth and Stark streets and is also interested in several tracts on the east side.

Mr. Hirsch was married to Miss Clementine Seller, a daughter of Henry Seller, who came to Portland during the early development of the city, and they now have one son, Harold. Mr. Hirsch has never felt any regret over the fact that he left his native land at the age of fourteen years, for he here found conditions which seemed to him attractive and in the business world he found that labor is unhampered by caste or class. Through the steps of an orderly progression he has advanced to his present enviable position as a merchant and manufacturer of his adopted city. He is a director of Temple Beth Israel and his wife is president of the Council of Jewish Women and secretary of the Women's Union, taking an active interest in the new Neighborhood House.

HERBERT W. CARDWELL, M. D.

The name of Dr. Herbert W. Cardwell appears upon the roll of Portland's prominent citizens for he attained a high rank in his profession and, moreover, made for himself a creditable military record in connection with the Spanish-American war. A native of this city, he was born on the 23d of December, 1867, and spent the greater part of his life here. Passing through the consecutive grades in the public schools, he was at length graduated from the Portland high school, after which he began the preparation for the practice of medicine as a student in Oregon Medical College. He afterward did post-graduate work in the College of Physicians and Surgeons of New York and had the benefit of two years' broad and practical experience in the Seney Hospital of that city. Throughout his active connection with the profession, he manifested the keenest discernment both in determining the cause of disease and its possible outcome. His ability was widely recognized by his professional brethren and secured him a liberal patronage from the general public. His diagnosis was always careful and comprehensive and his thorough understanding of the science of medicine enabled him to utilize at all times those remedial agencies which were of great service under prevailing conditions.

It was in 1891 that Dr. Cardwell was united in marriage to Miss Helen W. Winslow, of New Bedford, Massachusetts. They became the parents of two sons, Oliver Byron and Fowler Hathaway, aged respectively seventeen and sixteen years. Dr. Cardwell was devoted to the welfare and happiness of his family and found his greatest pleasure in ministering thereto.

Always an enthusiast in military affairs, he was for a long time prominently identified with the Oregon National Guard and was a veteran of the Spanish-American war, in which he attained due honor. While connected with the National Guard, he served as surgeon general on the staff of Governor Lord with the rank of colonel. After the outbreak of hostilities with the Castilian kingdom, Dr. Cardwell, upon the organization of the Second Oregon Regiment, was appointed assistant surgeon with the rank of captain and with the troops proceeded to the Philippines. Soon after the arrival in Manila the ability and worth of Captain Cardwell were recognized by the commanding general and he was appointed to the rank of major of volunteers and attached to the staff of General Anderson as chief surgeon of volunteers. The work performed by Major Cardwell in that capacity and its value in the restoration of health among the soldiers is best described in a recommendation contained in a report of Major General H. W. Lawton to the war department, which reads: "In addition to the professional zeal and executive ability always shown by Major Herbert W. Cardwell, chief surgeon of the division, his cheerful willingness to be of use in whatever capacity, should be recognized. This ability frequently brought him under fire, notably at the first battle of San Rafael." The members of the Second Oregon also paid a high tribute to his characteristics. It is said that in Manila he was every man's friend and his interest in the sick and the health of the troops was prompted by feelings other than the mere responsibility of his position. It is known that broad humanitarianism ever constituted one of the strong elements in his professional success and that he performed every duty with a sense of conscientious obligation, knowing that a physician in a large measure holds life in his hands. He, therefore, never neglected a patient and not only by the ministration of valued remedies but also by his cheerful presence and encouraging words did he assist those in his charge back to health and strength. Following the war, Dr. Cardwell returned to Portland and resumed the private practice of medicine. His personal qualities won him the high regard of all and caused his death to be most widely regretted when, on the 3d of April, 1905, he passed away after an illness of only about ten days. Many who knew him and were glad to call him friend did not learn of his indisposition and were, therefore, greatly shocked to know of his passing. While a man's work may be taken up by others and carried forward successfully, the individual characteristics, that which differentiates one life from the lives of all others, are not to be found in similar combination in any one else. The place, therefore, is never filled to one's friends, and it will be long before the memory of Dr. Cardwell ceases to be an active factor in the lives of those with whom he was associated either professionally or through the ties of friendship.

GEORGE P. LEITHOFF.

George P. Leithoff, manager for the Gambrinus Brewing Company, of Portland, was born in Germany, November 28, 1851, and was there reared and educated to the age of fifteen years. On the anniversary of his birth he left home and sailed on a Norwegian schooner bound for New Orleans, from which point the vessel returned to Havre, France, and thence went to New York. He left the ship in the latter port on the 4th of July, 1873, and from that time to the present has declared the United States his home. However, he sailed for eleven months on an American schooner from New York to Spain and on his return to the American metropolis, sailed to Portugal and afterward to the West Indies, returning finally to New York. Later he shipped on the James Foster, Jr., for a trip around the Horn to San Francisco, the voyage requiring one hundred and ninety-two days. For two years he continued to sail on the Pacific and in 1876 went to Alaska. Through the succeeding two years he sailed in northern

Asiatic waters and after leaving the sea followed fishing on the Columbia River for a time. He next entered the service of the Oregon Railroad & Navigation Company, being thus employed until 1885, when he accepted a position with the Gambrinus Brewing Company of Portland, as driver. Gradually he has worked his way upward and in the quarter of a century which has since elapsed he has become manager of the business at this point and also one of the stockholders.

Mr. Leithoff is a member of the Improved Order of Red Men, Knights of Pythias and the German Aid Society. His life history, if written in detail, would present many a chapter more interesting and thrilling than any tale of fiction, for he has sailed to many parts of the world and gained thereby a comprehensive knowledge of the different countries and their peoples. He prefers America, however, as a place of residence and is as loyal to her interests as any native born son.

CAPTAIN JAMES P. SHAW.

Portland and the Pacific coast country has known Captain James P. Shaw as a railroad builder, merchant and real-estate dealer. He is now, however, living retired at an attractive home near Milwaukie, his time being given to the supervision of his own property. Beyond these interests, however, he is widely known in connection with literary work and has an even more extensive acquaintance in military circles for his services as a soldier of the Civil war have been followed by active identification with the Oregon National Guard and with the Grand Army of the Republic.

Captain Shaw was born in Auglaize county, Ohio, on the 16th of September, 1844, a son of Beverly and Mary (Jacobs) Shaw, who were natives of Virginia and Pennsylvania respectively. His paternal ancestors were soldiers of the Revolutionary war from Virginia. His maternal grandfather, Daniel Jacobs, went with the Ohio troops to the front at the time of the Civil war and died in the service. Leaving Virginia, Beverly Shaw became one of the pioneer residents of Auglaize county, Ohio, where he reared his family. He was somewhat prominent in local affairs and served as the first constable of Wapakoneta, Ohio. His son, Daniel, was also numbered among the boys in blue, enlisting at the first call for troops as a member of Company K, Fifteenth Ohio Infantry, and for the remainder of the war was a member of the Sixteenth Ohio Infantry.

Reared in his native county, Captain James P. Shaw remained a resident of that state until the dissension between the north and the south led to the inauguration of civil war. In regard to his military history the Soldiers and Sailors Historical and Benevolent Society have "compiled from official and authentic sources" the following: "This certifies that James P. Shaw enlisted from Auglaize county, Ohio, on the 19th day of April, 1861, to serve three months and was mustered into the United States service at Camp Dennison, Cincinnati, Ohio, as a private of Captain M. V. Layton's Company K, Fifteenth Regiment Ohio Volunteer Infantry.

"This regiment was one of the first to respond to the president's call for seventy-five thousand volunteers for three months' service, and was organized at Camp Dennison, Ohio, May 4, 1861. From here the regiment moved to Camp Goddard, Zanesville, Ohio, where it camped for ten days, drilling and making active preparations for the field of action, and was then ordered to West Virginia, where it was engaged in guard and picket duty, being employed for a time guarding the Baltimore & Ohio Railroad. The first battle, after firing upon Fort Sumter, was fought by the regiment to which Mr. Shaw belonged. The command performed a large amount of marching and guard duty and rendered valuable assistance to the government in assisting to stay the progress



JAMES P. SHAW

of the rebels who were endeavoring to carry the war into the north. Having served its term, the regiment returned to Columbus, Ohio, and was there discharged about August 1, 1861. The command was actively engaged before Philippi, June 4, 1861; Laurel Hill, July 8, 1861; and Carrick's Ford, July 14, 1861.

"The said James P. Shaw received an honorable discharge at Columbus, Ohio, on the 1st day of August, 1861, by reason of expiration of term of service. He reenlisted in Auglaize county, Ohio, on the 18th day of August, 1861, to serve three years or during the war, and was mustered into the United States service as a private of Captain Samuel R. Mott's Company C, Thirty-first Regiment Ohio Volunteer Infantry, Colonel Moses B. Walker commanding.

"This regiment was organized at Camp Chase, Ohio, between August 4 and September 7, 1861. On the 27th of September it moved to Cincinnati, where it was quartered at the Orphan Asylum. On the 31st it moved to 'Camp Dick Robinson,' Kentucky, a rendezvous for loyal men of Kentucky and east Tennessee. Here the regiment was thoroughly drilled until December 12, then moved to Somerset, Kentucky, thence on several reconnaissances. January 19, 1862, it marched to the assistance of General Thomas at Mills Springs, Kentucky, and participated in that battle. Here the regiment was assigned to the First Brigade, First Division, Army of the Ohio. From Somerset it marched to Louisville, Kentucky, from which place it embarked for Nashville, Tennessee, and after a short rest at the latter place it moved southward with Buell's army to the relief of Grant at Shiloh, Tennessee, in March, 1862. It participated in the siege of Corinth, Mississippi, and after the evacuation it encamped near Corinth. June 22d it marched toward Iuka, Mississippi, thence to Tuscumbia, Alabama, arriving there on the 28th. The regiment was then divided into detachments and two companies were sent to Decatur and one company to Trinity. July 19th the brigade marched for Huntsville, Alabama, thence to Decherd, Tennessee. The company at Trinity was attacked by a large force of mounted rebels and one-half of the detachment was killed or wounded. From Decherd, the regiment advanced toward the mountains and was engaged in guarding passes and watching the enemy until the campaign of Buell and Bragg in Kentucky opened, when it moved to Decherd and with other troops was placed in charge of the transportation of the army. It marched to Nashville, Tennessee, thence to Louisville, Kentucky, and after a short rest moved southward in pursuit of Bragg. It was under fire at the battle of Perryville, Kentucky, but not actively engaged. It returned to Nashville, thence moved toward Murfreesboro, Tennessee, and was actively engaged during the battle of Stone River. It encamped at Murfreesboro until June 23, 1863, then started on the Tullahoma campaign. On the 26th it was engaged at Hoover's Gap, Tennessee, and with the Seventeenth Ohio carried a position defended by two rebel brigades. The advance continued through Tullahoma to Chattanooga. The regiment was engaged in the battle of Chickamauga, Georgia, September 19-20, 1863, and suffered severely. Its next engagement was at Brown's Ferry, then followed Missionary Ridge, where the Thirty-first was among the foremost regiments to bear the loyal standard into the enemy's works. About this time the regiment reenlisted and went home on veteran furlough. It returned to the field and on May 7, 1864, it marched on the Atlanta campaign, taking part in engagements at Resaca, Dallas or New Hope Church, Dalton, Kenesaw Mountain, Peach Tree Creek, siege of Atlanta, Lovejoy Station, Georgia, and a number of skirmishes. After the fall of Atlanta the regiment marched in pursuit of the rebels as far as Gaylesville, Alabama, then returned to Atlanta. It took part in Sherman's march to the sea, siege of Savannah, Georgia, and campaign of the Carolinas. After Johnson's surrender it marched to Washington, D. C., where it participated in the grand review, May 24, 1865, thence moved to Louisville, Kentucky, where it was mustered out on the 20th of July, 1865.

"The said James P. Shaw reenlisted as a veteran in the same company and regiment in December, 1863, to serve three years more or during the war. He was promoted to corporal of his company. He was wounded at Chickamauga, Georgia, by gunshot in left shoulder, the ball passing through the clavicle and lodging next to the lung, from which place it has since worked down to the lower part of the vertebrae, where it still remains. He was removed to field hospital, which fell into the hands of the enemy, thence to the 'Glenn House,' which also fell into the enemy's hands. From there, together with hundreds of other wounded, he was moved to Chattanooga, Tennessee, thence marched to Bridgeport, Alabama, and from there sent by rail to Cumberland Hospital at Nashville, Tennessee, from which place he was furloughed home for thirty days. At the expiration of his furlough he rejoined his regiment at Chattanooga, Tennessee, in time to reenlist as a veteran. At Kenesaw Mountain, Georgia, he was wounded by gunshot in left ankle, which slivered the bone but he refused to go to the hospital. While in charge of a foraging detail near Bentonville, North Carolina, two days before the battle at that place, he was wounded by saber cut in head, laying open the skin and chipping the skull bone, but he insisted on remaining with the regiment.

"He was with his respective commands during their entire services as outlined except while absent on account of wounds, and he bore a gallant and conspicuous part in all their engagements, except Missionary Ridge, Tennessee, (being prevented on account of wounds) and rendered faithful and meritorious service to his country. He received a medal of honor from the legislature of Ohio for brave and gallant service rendered in volunteer expeditions in the war.

"He received a final honorable discharge at Louisville, Kentucky, on the 20th day of July, 1865, by reason of the close of the war."

Although the hardships of war were many there were at times amusing and interesting incidents which lightened the burdens of a soldier's life. One such appealed to the humorous side of Captain Shaw's nature. While in a reminiscent mood, he related the following: "During, and for some days prior to the numerous battles fought about Kenesaw Mountain, I was suffering with an aching tooth. The pain was so excruciatingly painful, that to get relief I sent for the surgeon to come and extract the offending member. The surgeon, a young man by the name of Dr. Chapin, who had but recently come down from the north, came on to the firing line, and, while the bullets were singing about our ears and knocking up the dust all about us, pulled the tooth. Showing him the aching tooth, he grabbed it with his forceps and with a vigorous pull, landed it. Without waiting to stanch the flowing blood, he threw the tooth on the ground and amidst the flying bullets and cheers from the men, lost no time in getting out of there. I believe that I have the unique distinction of being the only man who ever had a tooth extracted in the midst of a raging battle."

At the close of the war Captain Shaw returned to Ohio. He was married in La Salle county, Illinois, on the 3d of June, 1868, to Ella Bratton, and unto them were born two daughters: Mary R., now the wife of A. R. Innes, of Oregon; and Florine E. The mother passed away on the 9th of October, 1887, and on the 9th of January, 1889, Captain Shaw wedded Emilie C. Dieker, at Covington, Kentucky.

Captain Shaw went to the south after the war and in the early '70s filled the position of postmaster at Fairmont, Tennessee. He went to California in 1874, where he was identified with railroad work until 1880, when he removed to Portland. He was connected with the Oregon Railroad & Navigation Company Railroad, continuing his identification therewith for about five years. Recognizing the possibilities for conducting successful enterprises in other directions, he organized the Cleveland Oil & Paint Company, which established a plant in Portland at the corner of Fourth and Madison streets. Captain Shaw accepted the management of the business and continued therein until 1887, when he dis-

posed of his interest. He afterward traveled to a considerable extent and later located at Oregon City, where he engaged in mercantile pursuits until 1892, when he returned to Portland, where he engaged in the real-estate business. In 1907 he removed to his present country home near Milwaukie, where he is now living retired save that he personally superintends his invested interests. He is also engaged to a considerable extent in literary work, being the author of a number of war and other stories as well as a magazine writer of some note. He was a contributory writer to the "West Shore," a magazine established in Portland in the early '80s by L. Samuels.

Captain Shaw has never failed to feel the deepest interest in military affairs and has been an active and prominent member of the National Guard of his adopted state, holding the rank of captain. He is a member of Lincoln-Garfield Post, No. 3, Department of Oregon, Grand Army of the Republic, and has filled all of the offices in the local organization. He served on the staff of Robert B. Beath, commander-in-chief of the Grand Army of the Republic, and of John S. Kountz, commander-in-chief, and in 1909 was elected department commander of the Department of Oregon Grand Army. He has a very wide reputation in military circles and stands as one whose soldierly qualities, embracing moral as well as physical valor, commend him to the honor and respect of all.

JUSTIN MILLARD, M. D.

It has been said: "Not the good that comes to us but the good that comes to the world through us is the measure of our success." When viewed in this light the life of Dr. Justin Millard was a most successful one. He was continually giving of his energy, his sympathy and his professional skill for the benefit of his fellowmen, undeterred by the fact that many times he knew no financial remuneration could be expected. His name will be honored as long as memory remains to any who crossed the plains in 1852, and profited by the beneficent spirit of his ministry.

He was born in Hartford, Connecticut, September 30, 1805, and died in 1857. More than a half century has passed since his demise, and yet the story of his good deeds is told by the pioneer settlers. His professional education was obtained in Jefferson Medical College of Philadelphia, from which he was graduated in 1832. He practiced for twenty years in the east and middle west before coming to the Pacific coast. He lived for some years in Keokuk, Iowa, before starting with his family to Oregon on the 2d of May, 1852, reaching Portland in the early part of November. He was at the head of a large, well equipped train. Many cattle were lost while en route and by the time Portland was reached the company was pretty thoroughly tired out. Exposure and illness had made it a hard trip for everybody, particularly for a physician. Dr. Millard performed perhaps his greatest work during that journey across the plains, for Asiatic cholera was then raging among the emigrants and new-made graves marked the route. All along the way he ministered to the victims of that dread disease. Many of the pioneers of that year owe their lives to his professional services and his boundless charity. He left Iowa with a considerable fortune and arrived in Oregon almost penniless, having given continuously to the needy all along the route until his possessions were almost gone. Arriving in this city he continued in practice up to the time of his death, and the same philanthropic, kindly spirit marked him in all of his relations with his fellowmen.

Dr. Millard was married in Glassboro, New Jersey, on the 25th of September, 1831, to Miss Mary Campbell, who was of Quaker parentage. They became the parents of six children. Marshall B., the eldest, will be remembered by some of the earlier settlers as purser on some of the lower Columbia boats. His surviving children are M. A. Millard, Misses Mary and Jessie Millard, and Mrs. Cara Gambell. Levi C. was the next of the family. Then came Henry W., who

left a daughter. Harriet M. became the wife of Henry B. Morse and her living children are Dr. Edwin W. Morse, Miss Eugenia Morse, Mrs. Emma Riddell and Mrs. Harriet Lockwood. Mary L. Millard became the wife of Henry L. Hoyt and her living children are Ralph W. Hoyt and Mrs. Louise Cook. The youngest of the Millard family was Emma E. Millard. All of the children have passed away, the last survivor having been Mrs. Morse, who died in March, 1904. The grandchildren mentioned are the descendants of Dr. Justin Millard now living and to them as a priceless heritage the grandfather left an untarnished name and a record of a noble and upright life.

ROBERT M. HUDSON.

Robert M. Hudson, now deceased, was through the period of his residence in Portland connected with the lumber interests of the northwest, which so largely center in this city, making Portland the chief lumber port of the Pacific coast. He came to the west in 1885. His birth occurred in Grant county, Wisconsin, August 29, 1858, his parents being John G. and Nancy (McDaniel) Hudson. His father was a Methodist minister and school teacher, and came of English descent. Both he and his wife died in Wisconsin, their remains being interred in a cemetery near Platteville, but in the meantime the father had for a period engaged in preaching the gospel in this section of the country. Several sons of the family have become identified with the northwest, the Rev. James D. Hudson being now a minister of Washington, while T. Edgar is a resident of Portland; John, of Troutdale; and Walter, also of Portland. The latter was twice elected to represent Multnomah county in the state legislature and is engaged in the sawmill business in Portland.

Robert M. Hudson was reared and educated in his native state, attending the district schools in Lima township, Grant county, Wisconsin, near Platteville, after which he followed farming for a time. In 1883 he removed to Traverse City, Michigan, where he secured a position in a chair factory. Through the influence of his brothers he came to Portland in 1885 and here took up sawmill work, being first connected with the North Pacific mills, while later he was with the Inman and other mills. He was a fine planer and occupied positions as foreman in the planing departments, continuing in that business connection up to the time of his death.

It was on the 26th of December, 1881, that Mr. Hudson was united in marriage in Platteville, Wisconsin, to Miss Emma M. Johnson, who was born in Traverse City, Michigan, where her parents, Peter N. and Anna Johnson, were early settlers, her father residing there for forty-one years. He was a farmer of that locality and Mrs. Hudson owns eighty acres of land there which she inherited from her father, possessing a deed to the property signed by President Buchanan. Unto Mr. and Mrs. Hudson have been born five children: Peter A., who is head filer for the Dee Lumber Company, married Tessie Lancaster and resides in Dee, Oregon. Robert A., who is a graduate of the public schools and the Portland Business College, was for five years in the employ of Wadhams & Kerr Brothers as head city salesman and is now in the wholesale grocery business as president and manager of Hudson, Gram & Company at Front and Oak streets, Portland. He married Maud Flood and has one child, Doris. Edgar I., of Salem, Oregon, married Hazel Robertson. Farnam died at the age of two years. Florence is at home with her mother.

The death of Mr. Hudson occurred on the 17th of May, 1910, and his remains were interred in Lone Fir cemetery. He was a member of the Independent Order of Odd Fellows and passed through all the chairs in the local lodge. He also belonged to the Woodmen of the World and the Ancient Order of United Workmen. His political allegiance was given to the democracy but



R. M. HUDSON

he never cared for nor held office. He preferred that his attention should be devoted to his business interests and to his home, the latter being ever the center of his universe. Capability and fidelity in business won him the confidence and good-will of those with whom he came in contact, and wherever he went he was recognized as a man of many sterling traits.

WILLIAM BOLLONS.

Among the railway officials of the northwest who by faithful service have gained the confidence and respect of higher officials and of the public generally may be named William Bollons, division superintendent of the Oregon Railway & Navigation Company, with headquarters at Portland. Since starting out in life for himself Mr. Bollons has been identified with the railroad interests and, therefore, has made it the principal study of his life. He was born in England but came to America when he was quite young and was educated on this side the Atlantic. He began in the railroad business as a water boy for the Peninsular Railroad, now the Grand Trunk Railway. Advancing through various positions he became connected with the Chicago & Alton Railway and later with the Santa Fe Railway, with headquarters in Chicago. Coming from that city to Portland in 1890, he entered the employ of the Oregon Railway & Navigation Company as roadmaster, later being advanced to the position of general roadmaster and division engineer. His headquarters were originally at Pendleton, Oregon, but since 1904 he has been a resident of Portland and since the spring of 1909 has been division superintendent of the road. Also for five years, from 1904 to 1909, he acted as division engineer of the Southern Pacific lines in Oregon.

Mr. Bollons was united in marriage to Miss Mary Doherty, and four children have been born to this union, William, Jr., Andrew, Eleanor and Madeline. Socially Mr. Bollons is identified with the Masonic order and is in hearty sympathy with the spirit of brotherhood inculcated by that organization. His success as a railway officer has been due to the application of the same principles that have brought success to many other wide-awake men and consists of conscientious discharge of duty, the ability to act promptly so as to produce definite and satisfactory results and a well directed ambition to carry to a definite conclusion any responsibility undertaken, regardless of pains or labor involved. It is safe to say that any man of fair mental capacity who will be guided by principles here named will attain a laudable degree of success in any worthy enterprise to which he may devote his attention. Mr. Bollons has many friends in the northwest, who appreciate his enduring qualities, and the record which he has made is a fair prophecy of continued attainment in a vocation to which he seems by nature and experience eminently adapted.

DUDLEY EVANS.

(Written by a college friend.)

Dudley Evans is a native of Virginia—the part now called West Virginia. He was born near Morgantown on the 27th of January, 1838. At the age of fifteen he entered Monongalia Academy and continued there until prepared for the junior class in college, which he entered in the autumn of 1857 and continued to the end of the course. After graduation he taught one term in the Morgantown Academy and then went to Louisiana, where he was teaching when the Civil war began. Coming back to Virginia, he entered the Confederate army as a high private in the First Virginia Infantry. In 1862, after the battle of Seven Pines, he was commissioned as a captain in the Virginia state forces, which later were transferred to the control of the Confederacy. In 1863 he was

commissioned lieutenant colonel of the Twentieth Virginia Cavalry and had part in all the battles in the valley of Virginia during the years 1863 and 1864. During this period he was elected by the soldier vote a member of the legislature of Virginia and spent the winters of 1863-4 and 1864-5 in Richmond.

After the close of the war he went to California and in 1866 was appointed to a place in Wells Fargo Express Company, serving it in Victoria, B. C., and in Portland, Oregon. On January 1, 1883, he was made superintendent of the northern division, embracing Oregon, Washington, Idaho and Montana. He remained in Portland until the beginning of the year 1888, when he was transferred to Omaha and made general superintendent of the central department, embracing the territory west of the Missouri river as far as Ogden, Utah, and El Paso, Texas, and from the Dakotas to the gulf. This position was held until December, 1891, when he was ordered to New York city and put in charge of the Atlantic department. On August 11, 1892, he was made manager and elected second vice president of the company and continued in that capacity until about the close of the year 1901, when, owing to the death of the president of the company, he was elected to that office, the election taking effect January 1, 1902. He still holds that post with headquarters at 51 Broadway, New York. His residence is in Englewood, New Jersey.

On the 17th of September, 1878, Mr. Evans was married to Miss Nellie Seelye, of the province of New Brunswick, the wedding being solemnized in Chicago. Two hardships came Mr. Evans' way during the early years of his career, viz: his capture during the war and subsequent imprisonment and being debarred by statute from the practice of law in California because of his political antecedents. The capture and imprisonment has the bright side that it safeguarded him from wounds or death on the battlefield. Shutting him out from the practice of his profession was one of the things that all are now glad to forget. We now know that there was no treason and there were no rebels. We have come to realize that there was a great question which the convention of 1787 could not settle and left to be a bitter heritage to posterity; a question which congress debated perennially and could not settle; which no court in the land could settle; which had to be settled once for all; and which, it was found at last, could only be settled by the appeal to arms. The men on both sides were honest. The fight was to a finish. One side was victor, the other vanquished. The question is settled without dishonor to either party and so the history of the time will make the record.

Outside of the great corporation of which he is the head, Mr. Evans has been honored by two presidents, McKinley and Roosevelt, each having appointed him a member of the board of visitors to the Military Academy at West Point; the former in 1900, the latter in 1905. Each time he was made vice president of the board. He is a Mason of the thirty-second degree, Scottish Rite, a member of the Lawyers Club of New York city and member and president of the Englewood Club. He is a member of the Lee Jackson camp of Confederate veterans of Lexington, Virginia; of the Society of the Army and Navy of the Confederate States, of Maryland; of the Society of the Cincinnati, of the state of Virginia; of the Sons of the Revolution, of the state of New York; of the Society of Colonial Wars for the state of New Jersey; of the Military Society of the War of 1812; and the Veteran Corps of Artillery for the state of New York.

Thus far the society and club man; but our old chum takes on another line of relationships. He is president of Wells Fargo & Company's Bank of New York; director of the Mercantile Trust Company of New York; treasurer of the Batopilas Mining Company of Mexico; director of the Citizens National Bank of Englewood; and director of the Wells Fargo Nevada National Bank of San Francisco. He is independent in politics and votes according to his own pleasure. He has done nothing in literature but has been something of a traveler, having "done" Egypt, Palestine, the cities around the Mediterranean, Italy,

Switzerland, France, London, Mexico and the West Indies, besides all the states of his own home land.

Looking over this record of mere facts we recognize it as the record of a successful life. If Mr. Evans were ten or fifteen years younger, with his penchant for presidencies, it would not be surprising to see him laying hands on the greatest of all—the presidency of the United States of America. Only once, I think, is there a note of real pain—the pain the German poet writes of—

“Pain’s furnace heat within me quivers;
God’s breath upon the flame doth blow”—

Only once does this note sound in these words: “My eldest son, Rawley D. Evans, died April 16th, 1904, after only a few hours of illness.” We remember that the son was about twenty-four years of age, words are unbecoming. We can only bow in silent sympathy.

Teacher, soldier, lawyer, business man, club man, family man, traveler—meeting all the conditions and vicissitudes belonging to all these lines of life and action, our classmate has done well indeed. I have wondered if, when he was sailing on the Mediterranean, visiting its storied cities, isles and shores—I have wondered if he read afresh the deathless strains of Homer, if he tried to map the cruise of Ulysses, if he sought the homes of Calypso, Nausicaa, Circe and the rest. Once, I am sure, he would have done so. Perhaps the opportunity came too late. At any rate he won, through life a strong man, and as the sun is sinking westward for him, as for us, we, his friends in the bloom of youth, wish him: Peace—the “Peace that passeth understanding!”

NEWMAN J. LEVINSON.

Newman J. Levinson, Sunday editor of the Oregonian, is the oldest man in point of service on the editorial staff of that great daily. Born in 1854 at Shelbyville, Indiana, he attended the public schools. While he was preparing for college his father met with financial reverses, and the lad declined to add the burden of his further education to a straining load, but entered his father's service and helped to restore the family fortune.

At the age of fifteen, Mr. Levinson was accidentally thrown into newspaper work by an innocent error. A new daily paper which began publication in Indianapolis desired a news correspondent at Shelbyville, and Mr. Levinson's father, who was the personal and political friend of Governor Oliver P. Morton and Vice President Schuyler Colfax, was recommended for the place. A letter asking him to accept the position was erroneously addressed to the son instead of the father and the lad accepted without hesitation. As a child he had the gift of writing readable personal letters, and he seldom neglected the humorous phase of any situation. The work was satisfactory and the paper never suspected that its live correspondent was only a school boy. Thus early in life his news instinct was developed. Later he became the correspondent of the Indianapolis Journal (now the Star). His work in the campaign of 1876 was so notable that Judge E. B. Martindale, owner of the Journal, without having seen the young man, offered him a position on the staff. Thus at twenty-two, Mr. Levinson took up as a life work what hitherto had been a diversion. At the urgent solicitation of an older brother who had settled in Oregon, he came to this state in 1878 and began service with the Oregonian as a reporter. Two years afterward he became the city editor of the paper and remained in that position until 1888, when he went to Seattle as managing editor of the Post-Intelligencer. Carried away by the universal lure of real estate, he went into ventures which promised well until the collapse of 1893, which all but bankrupted him. In the next three years he reengaged in newspaper work in California and Chicago,

returning to the Oregonian in 1897. Since that date he has been in uninterrupted service, first as city editor, then as Sunday editor.

Mr. Levinson was married in 1899 to Miss Margaret M. Mogeau, a prominent educator of San Bernardino, California. One child, a daughter six years old, is the fruit of the union.

LOUIS FRANCIS CHEMIN.

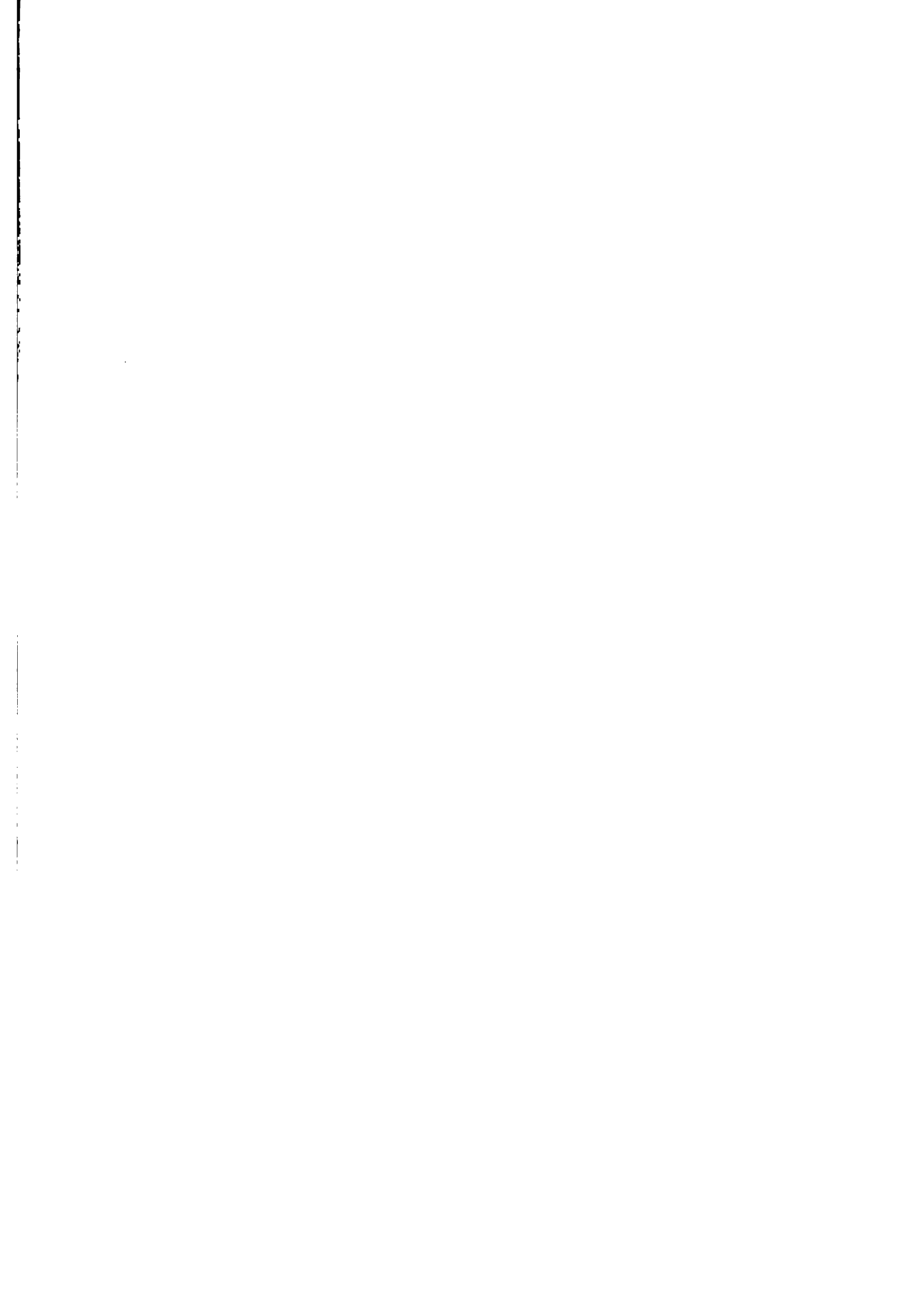
Chance seemingly brought Louis F. Chemin to Portland and the Oregonian found in him one whose service was long a valuable factor in the conduct of that paper. He was born in Philadelphia, Pennsylvania, September 6, 1840, a son of T. Augustus and Elizabeth (Cunningham) Chemin, both of whom died in the east. The father was born in France and throughout his active business life was a capitalist. His wife was born in Ohio, her people being early residents of that state.

Louis F. Chemin was the only child of that marriage, save a sister who died at the age of eleven years. He pursued his education in Philadelphia, spending much of his youth in the Samson school, a private institution for boys of that city. When very young he started to learn the wood-carver's trade unknown to his parents. It was to him a fascinating task and, neglecting his school duties, he worked at the bench and was fast becoming a fine amateur carver when his father discovered his negligence in regard to school, and he was again obliged through parental authority to take up his studies. Afterward he learned the printer's trade, becoming an expert in that line, which he mastered in all of its branches, while still a resident of Philadelphia. He was one of the pioneers in the use of colored inks in printing and after learning the trade was engaged in business on his own account. His mother assisted him to make a start in business while he was still under age. Mr. Chemin admitted a Mr. Familton, a fine printer, to a partnership, and they remained together until the Civil war broke out. Mr. Chemin enlisted for active service in the Union Army, joining Company E, Twentieth Regiment Pennsylvania Volunteers. His term of enlistment having expired in this regiment Mr. Chemin returned home to Philadelphia. In January, 1862, a new Pennsylvania regiment was being raised—the 2nd Regiment (Federal) Eastern Virginia Brigade. He was commissioned brevet first lieutenant of Company A, Artillery Battery, of this same regiment. His old commission, much worn and yellow with age, is in the family's possession today.

It was at this time that a seemingly trivial incident turned his attention to the west and in fact made him a resident of the Pacific coast. A party of his friends were coming to this section of the country and Mr. Chemin went to New York to see them off; they urged him to accompany them and he was persuaded largely owing to the fact that he had become discouraged on account of the way his partner had managed the business while he was in the army. The entreaties of his friends prevailed and he was the last man to step aboard the ship which weighed anchor and carried its human freight to San Francisco. He remained for a time in that city and, entering a printing office there, picked up one of the cards which was a product of his own office in Philadelphia. He looked at the card and smiled. The proprietor standing near thought he was making fun of it and told him it came from one of the best printing offices in Philadelphia. Mr. Chemin then made known his identity and the proprietor of the office afterward asked him to take a printing press to Portland. Mr. Chemin consented and the first Hoe single cylinder press ever brought to Oregon was installed in the Oregonian press room by Mr. Chemin in April, 1862. The little machine was no small factor in working out the newspaper problem in Portland. It did its work admirably for ten years. Finding that there was no one to operate the press Mr. Chemin remained to do the work and after a brief period spent in this



LOUIS F. CHEMIN



city he became convinced that he wished to become a permanent resident. He sent for his wife to join him on the Pacific coast.

His business connection with the Oregonian was never severed although promotions followed and he was advanced from time to time to positions of larger responsibility. In his forty-two years' connection with the Oregonian, he literally grew up with the newspaper he helped to make and lived to see it become one of the greatest among the daily newspapers of the United States.

It was on the 18th of January, 1862, that Mr. Chemin was married to Miss Annie Heffron, a native of Philadelphia. The two children of this marriage were Augusta, who died February 26, 1899, and Julia, still a resident of Portland. The family circle was again broken by death when on the 3d of June, 1904, Mr. Chemin passed away.

In his political views Mr. Chemin was a republican and although an active politician in the way of quiet citizenship he never ran or accepted any political office. Several times he served as a delegate to the county conventions of his party. He became an expert judge on real-estate values and his advice was often sought along business lines. Among fraternal orders Mr. Chemin was a Scottish Rite Mason of the thirty-second degree; he also belonged to the Mystic Shrine; Knights Templar; Portland Lodge, No. 55, A. F. & A. M.; Portland Lodge, No. 142, I. O. O. F.; Benevolent and Protective Order of Elks; Lincoln Garfield Post, G. A. R.; and he was also an Exempt Fireman.

His long connection with the Oregonian brought him into contact with many of the leading citizens of Oregon throughout all the years of his association with the paper. He was particularly well known among the early residents of the city who entertained for him the highest regard because of his fidelity to those principles which constitute the strong elements of honorable manhood and progressive citizenship.

THEODORE JENSEN.

Theodore Jensen is the second oldest brick manufacturer of Portland. He came to this city from San Francisco in 1872. The name indicates his nativity, for he was born in Trondhjem, Norway, in 1845, his parents being C. J. and Ellen Marie Jensen. He remained in the land of the midnight sun until twenty-four years of age, and in 1869 came to America, landing at New York, whence he made his way into the interior of the country, spending the summer season at Florence, Iowa. Subsequently he went to Denver, where he was engaged in brickmaking until 1871. The latter year witnessed his arrival in San Francisco and soon afterward he became connected with a brick-making industry at San Jose, California.

There Mr. Jensen remained for about a year and in 1872 removed to Portland, where he continued in the same line of business. He was employed by others for several years, and in 1878 embarked in business on his own account. His first yard was located on the Sandy Road, Wybarg Lane and Barr Road. He there remained for two years, or until 1880, and in 1881 he removed to a location on the Sandy Road in what is now the Hancock addition to Portland, where he carried on business successfully for seventeen years, or until 1898. He then went to Alaska, where he was engaged in mining for four years. He was associated with nine others in purchasing the schooner Willard Ainsworth. A year later Mr. Jensen went to Nome and returned on the schooner Elk, for the vessel of which he was part owner had been wrecked. On again reaching Portland in 1902, Mr. Jensen once more took up the business of manufacturing brick, in which he continued until 1910, when he retired. The capacity of his first yard was eighty-five hundred brick, at which time these were moulded by hand. He had a horse power mud mill. At one time he operated a mill with a

capacity of seventy-two thousand, at which time he furnished all the brick for the building of the shops of the Oregon Railroad & Navigation Company at Albina. Eight million brick were used in the construction of those shops, and Mr. Jensen's manufactory turned out on an average of five carloads per day. He also furnished the brick for the Sunnyside sewer and for St. Vincent's Hospital, each utilizing three million. The capacity of his last yard was thirty-five thousand brick per day. His long experience in the business and the fact that he kept in touch with all modern improvements enabled him to speak with authority on the subject of brick manufacture. For a long period he conducted a business of extensive proportions, and was one of the leading representatives of this industry in the northwest. The extent and importance of his business brought to him a substantial competence and enabled him to retire with a handsome capital which is well invested.

In 1876 Mr. Jensen was united in marriage to Miss Frances Olive Ingram, whose parents came across the plains in 1852 and settled in Pleasant Valley. The journey was made by ox team and the father, after reaching his destination, devoted his attention to farming. Both he and his wife, however, passed away several years ago. Unto Mr. and Mrs. Jensen were born two sons and a daughter: J. T. and C. C. Jensen; and Marie, now the wife of Elijah Corbett. Throughout the years of his residence in Portland, Mr. Jensen has been recognized as one of the leading business men of the city—alert, diligent and determined—and his life record proves the fact that vim and vigor will win victory.

GEORGE LEWIS DAVENPORT.

George Lewis Davenport is conducting a commission business in Portland under the firm style of Davenport Brothers, with offices at No. 150 Front street. He was born at The Dalles, January 22, 1871, and is a son of John Lewis Davenport, of whom mention is made in this volume. He attended school in his native city until eleven years of age, when the family removed to a farm near Mosier, after which he was unable to resume his studies until fifteen years later, when he pursued a two years' course in the Holmes Business College, taking the regular course. He remained upon the farm until twenty years of age, during which period he became thoroughly familiar with the best methods of raising stock and fruit.

A short time before he attained adult age, Mr. Davenport removed to Portland, where for three years he followed carpentering. He afterward spent two years on a ranch in eastern Oregon, and in 1898 he entered the employ of T. Pearson, a commission merchant of Portland, whom he served as bookkeeper and salesman for two years. He was afterward with D. E. Meikle, a commission merchant for a year and a half, and subsequently was with the E. J. Partidge Company. Six months later he bought out the business which he carried on for about two years. He then consolidated his interests with H. C. Thompson, under the name of the Davenport, Thompson Company, the existence of which was maintained until October, 1904, when Mr. Davenport disposed of his interest and engaged in business alone. For a short time his brother, Charles H. Davenport, was his partner and the firm style of Davenport Brothers, which was then adopted, has since been used in the conduct of the business. Mr. Davenport deals in all kinds of fruit and produce as a commission merchant, and in this connection has built up an extensive business. He is also interested in fruit land at Mosier, where he and his brothers and sisters are developing an extensive orchard. He also owns the Davenport Brothers Livery Stables, which he established here three years ago.

On the 28th of November, 1900, in Portland, Mr. Davenport was united in marriage to Miss Sophia Katherine Walch, a daughter of John Walch of this



G. L. DAVENPORT

city, and they reside at No. 187 Gibbs street, in South Portland. He takes a keen interest in everything pertaining to the welfare of the city, and has firm faith in its future, believing that it is destined to hold its own as one of the leading commercial centers of the Pacific coast, if it does not become the foremost commercial mart in the northwest.

FRANK RIGLER.

One of the prominent representatives of the educational system of Oregon, whose labors in behalf of public instruction have been most effective, and while reaching toward high ideals have ever maintained a most practical character, is Professor Frank Rigler, who in June, 1896, was appointed city superintendent of the schools of Portland. More than three decades have passed since he heard and heeded the call of the west. He was the sixth in a family of ten children, of whom five sons and three daughters reached years of maturity. Their parents were Hon. Henry and Mary (Castor) Rigler. The family is of German lineage and was established in Pennsylvania in pioneer days by ancestors who joined the colony of William Penn. At the time of the war for independence John Rigler joined the American troops and served with the rank of captain under General "Mad" Anthony Wayne. Andrew Rigley, then a mere boy in years, also offered his services to the country and went to the front in defense of American liberty. He was the father of Jacob Rigley, who was a life-long resident of Pennsylvania, conducting business as a farmer, stock-dealer and nurseryman, and he died in Pennsylvania at the age of eighty-four years. He was the father of the Hon. Henry Rigler, who was born and reared in a suburb of Philadelphia and became a large stock dealer. He was also prominent as a political leader, being originally identified with the whig party, while upon its dissolution he joined the ranks of the republican party, which he represented in the Pennsylvania legislature. He wedded Mary Castor, a native of Pennsylvania and a representative of an old Quaker family of that state, whose ancestors came to America with William Penn. Her father was a soldier of the Mexican war and lost his life while participating in the battle of Monterey. The death of Hon. Henry Rigler occurred in Philadelphia in 1894 when he was seventy-nine years of age, and his wife had also reached the age of seventy-nine years when she passed away in 1901.

The boyhood home of Frank Rigler was near the Frankford arsenal in Philadelphia and he attended the Central high school, from which he was graduated in 1872. He entered business life as an employe in the city engineering department and then, leaving the east, spent six months as a railroad engineer in Kansas. In 1875 he returned to Pennsylvania and devoted two and a half years to school teaching in Bucks county, near Doylestown. Advancing in his profession, he became vice principal of the boys grammar school in Philadelphia but throat trouble caused him to resign his position after a year. Hoping that a change of climate might prove of benefit, he came to the Pacific coast in January, 1879, and for a short time was a teacher in the schools of Buena Vista in Polk county, Oregon. He afterward became principal of the Independent school and in 1882 was elected to the superintendency of the schools of Polk county, which position he filled most capably through one term. He was then called to the superintendency of the schools of Walla Walla, Washington, where he remained for eighteen months.

Since December, 1885, Professor Rigler has been actively and prominently connected with the educational interests of Portland, serving first as principal of the Park school, with which he was connected until the close of the school year of 1887-88. He then accepted the superintendency of the schools of Oregon City, there remaining until 1891, when he returned to Portland as principal of the

Harrison street school, continuing in that capacity until June, 1894, when he became principal of the Portland high school. Two years were devoted to that work, and in June, 1896, he was elected city superintendent, in which position he has since continued. He has inaugurated many practical reforms and improvements in the school work and inspires teachers and pupils with much of his own zeal and interest. He holds to high ideals, realizing that school training is not merely for the acquirement of knowledge but a preparation for life's responsibilities. To this end he endeavors to make the school work thorough, broad and comprehensive in its scope, that it may constitute the basis of success for those who will become the dominant factors in the business and social life of Portland in later years.

Professor Rigler is a zealous student of educational methods as advanced by the National Educational Association, was a member of its national council, and was formerly a director for Oregon in that organization. Since 1882 he has served almost continuously as a member of the state board for examination of teachers. The State Teachers Association numbers him among its leading workers and his term as president of that body was characterized by far-reaching and effective effort in the promotion of its success. His work in connection with teachers institutes is well known and has received the indorsement of those people who judge judiciously. He became one of the charter members of the School Masters Club and for a number of years was honored with its presidency. The profession of teaching has been his life work, to which he has bent every energy, and, setting his mark high, he is putting forth every effort to raise himself to its level.

Professor Rigler was married in Walla Walla in 1884 to Miss Lena Koehler, who was born in Iowa and is a graduate of the Cedar Falls Normal School of that state. They became the parents of two children, Evelyn S. and Howard. His leisure hours are devoted to his family and yet he is not remiss in the duties of citizenship to the extent of giving attentive interest to the vital and significant questions of the day. His political views are manifest in his support of the republican party, and while the honors and emoluments of office have no attraction for him, the weight of his influence is ever on the side of good citizenship, of reform and progress. He is found in those social circles where the most intelligent men of the city gather, and Portland acknowledges her indebtedness to him for fourteen years of effective service as city superintendent of schools.

JACKSON HIDDEN.

Jackson Hidden, now living retired in Portland, where he took up his abode in 1905, was born in Albany, Vermont, August 3, 1832, a son of Oliver and Louisa (Wood) Hidden, the former a farmer and mechanic. The Hiddens were of English stock and the Vermont branch of the family came from Tamworth, New Hampshire. It was to this branch that the Rev. Jedediah Hidden, of Tamworth, a historical character and a man of great influence in his time, belonged.

Jackson Hidden pursued his education in the Craftsbury Academy of Orleans county, Vermont, and in the Newbury Seminary, a Methodist institution of learning, which was considered one of the best in northern Vermont. In his youth he learned the cabinet-maker's trade but not finding that employment congenial, entered a general store as a partner. After six years he became sole proprietor and for twenty-eight years conducted merchandising in northern Vermont at Craftsbury and Lyndon. Not alone through the trying panic of 1873 did Mr. Hidden steadily and successfully carry on his mercantile business, but he was prepared by prudent forethought for the changes that come in business life,



JACKSON HIDDEN

always meeting his obligations on time, and he established an enviable reputation as an honorable, reliable man and won a high standing in business circles.

Success attended his efforts but about 1889 Mr. Hidden heard and heeded the call of the west. Arriving in Vancouver, Washington, on the 3d of January, he soon afterward secured a tract of land adjoining the city and, developing a large orchard thereon, for a number of years engaged in horticultural pursuits, retiring from all business cares, however, in 1904. The following year he removed to Portland, where he has since resided. The proximity of Vancouver to Portland, however, practically made him a resident before, for with its activities and up-building he was interested, rejoicing in the progress that marked the development of the city and this section of the country.

On the 18th of September, 1867, Mr. Hidden was united in marriage to Miss Maria Louise Trenholm, of Trenholmville, Kingsey, province of Quebec, Canada. The Trenholm family is one of the old and distinguished families of the Dominion. Edward Trenholm, father of Mrs. Hidden, was an inventor who patented in England, Canada and the United States the rotary snow plough and endless chain elevator. His sons, Dr. E. H. Trenholm, now deceased, and Judge N. W. Trenholm, of Montreal, are recognized as among the most learned and prominent men of the time. Unto Mr. and Mrs. Hidden were born four children, Edward Trenholm, Reginald Loomis, Maurice Jackson and Beatrice Charlotte Maria. The eldest and third sons both died in young manhood in Vancouver, Washington. Reginald Loomis Hidden was for years a resident of Portland and known as a leading violinist of the Pacific coast. He married Miss Ada Grace Bulen, a native of Columbus, Ohio, and now resides in that city, where he also occupies a distinguished position as a violinist. The daughter, Beatrice C. M., is now a prominent pianist and teacher of music in Portland.

While living in the east Mr. Hidden held the office of town treasurer in Craftsbury, Vermont, resigning that position on his removal to Lyndon. For a long period he gave his political support to the republican party but in recent years he has been independent and allied with reform movements. Mrs. Hidden is widely and prominently known as a lecturer and writer on reform and sociological questions and is the author of a booklet entitled "Pioneers of Oregon," issued in April, 1910, and of various poems. For many years after her marriage, and until her removal westward, Mrs. Hidden was associated with that galaxy of leaders in reform which assembled yearly in Boston for the meetings of the New England Festival Association. Mary A. Livermore, Lucy Stone, Julia Ward Howe, Elizabeth Peabody, Edna B. Cheney, Henry B. Blackwell, William Lloyd Garrison, Jr., Lillian Whiting, T. W. Higginson and scores of other notables were an inspiring body of people to meet. The great questions of temperance and woman's political equality enlisted Mrs. Hidden's sympathy from childhood, when she joined a Band of Hope. Later she became connected with the Daughters of Temperance and subsequently joined the Good Templars, while for the past twenty-five years she has been a member of the Woman's Christian Temperance Union and the Equal Suffrage Association. In the last two organizations she has occupied many official positions. She was the organizer of the State Equal Suffrage Association of Vermont and arranged for a series of lectures on equal suffrage throughout the state by Mrs. Hannah Tracy Cutler. At their close a convention was held in St. Johnsbury, Vermont, on the 8th and 9th of November, 1883, which resulted in the formation of a State Equal Suffrage Association. Julia Ward Howe, Lucy Stone and Henry B. Blackwell came from Boston to assist in this work and were the speakers at this convention. Mrs. Hidden was elected president and was active in suffrage work in New England until her removal to the west. For years she served as county and local presidents of the Woman's Christian Temperance Union and also acted as state superintendent of Sunday school work in Vermont. After coming to Washington she was elected state vice president, state recording secretary, state organizer,

superintendent of school of methods and county president of the Washington Woman's Christian Temperance Union. In 1899 Mrs. Hidden was elected director of the Vancouver board of education and was made chairman of the same, being the first and only woman ever elected to that position in that city. In 1909 she was elected president of the State Woman's Press Club of Oregon and, having been reelected in 1910, is now serving in that capacity.

When twenty-five years of age Mr. Hidden became a member of the Congregational church and now belongs to Hassalo Congregational church of East Portland. He and his wife are prominent in those social circles where intelligence and true worth are regarded as the passports to good society and are frequently found where the intelligent people of the city are gathered in the discussion of questions of vital significance to the city and the individual.

MRS. W. H. GRAY.

Side by side with the fathers, husbands and brothers who constituted the mighty army that conquered the west for civilization stood the women who in spirit were as heroic, whose endurance was as great and whose zeal as untiring as that displayed by the men of the pioneer households. Many of them were reared in eastern homes of culture and refinement, tenderly nurtured and carefully educated. It seems that it would have required sterner stuff to meet the conditions here to be found, but one of the elements in Oregon's splendid citizenship of today is found in the gentle influence and consecrated lives of those eastern bred women. History contains no more thrilling story than the records of their lives and military records present no account of greater fearlessness in the face of danger than is contained in the life story of Mrs. W. H. Gray, who in 1835 came as a missionary to the Oregon country. Her Christian work was

"A labor loved and followed to the goal * * *

A faith so sure of the divine intent
It dignifies the deeds of daily life."

In her maidenhood Mrs. Gray bore the name of Mary Augusta Dix. She was of English lineage and came of the same ancestry as Dorothy A. Dix, the philanthropist. She was born at Ballston Spa, New York, January 2, 1810, and was one of a family of seven daughters who were reared in a Christian home amid refined associations. Her parents took and active interest in church work and it was no unusual thing to see them with their seven daughters seated in the church choir, the mother and daughters dressed in white. The first break in the happy home circle came in February, 1838, when W. H. Gray of Utica, New York, sought the hand of Mary Dix in marriage. He had recently returned from the Oregon country, where he had gone in 1836 with Dr. Marcus Whitman and Rev. H. H. Spalding as secular agent of the missions they went to establish. She was to be not wife alone but colaborer in this mission field. Not long before the death of Mrs. Gray her daughter, Mrs. Kamm, said to her: "Mother, I have often wondered how, with your education and surroundings, the refinements of life you were accustomed to and your personal habits, you could possibly have made up your mind to marry a man to whom you were a total stranger so short a time before and go with him on such a terrible journey thousands of miles from civilization into an unknown wilderness, exposed to countless dangers. Mother, how did you do it?" After a few moments pause her mother replied with earnestness and solemnity: "Carrie, I dared not refuse. Ever since the day I gave myself to Jesus, it has been my daily prayer, 'Lord, what will thou have me to do?' When this question, 'Will you go to Oregon as one of a little band of missionaries to teach the poor Indians of their Savior?' was so suddenly proposed to me, I felt that it was the call of the Lord and I could not do otherwise."

This was the motive that led Mrs. Gray to sever home ties and go with her husband in the work of consecrated Christian service to the far west. By steamer and stage coach they traveled westward until they reached Independence, Missouri, where they were joined by the Rev. Cushing Eells, Rev. Alkanah Walker, Mr. and Mrs. A. B. Smith and Mr. Rogers, who were also to become workers in the missionary field. They planned to make the journey on horseback—a difficult undertaking as well as arduous one in that day when the streams and rivers in the west were unbridged and when little more than an obscure trail marked the way to the coast. The Indians were a constant menace and often surrounded their camp, standing around like great dogs and sometimes even following the party all day. They carried with them tents which served as shelter at night while a buffalo robe and oil cloth blankets constituted their beds. At times their blankets would become heavy with rain and their clothing in the morning would be as damp as when they took it off the night before and when darkness came upon them they pitched their tents, spread the robes upon the ground within and then the piece of oilcloth. The saddles and loose baggage were arranged neatly about on the walls inside and rolled up blankets served for seats. In the center of the tent a table was spread for the evening meal. At night the cries and howling of wild animals could be heard. When day broke, about 3:30 in the morning, all were astir; the animals were turned out to feed, breakfast prepared and eaten, the dishes washed, the repacking done, morning prayers were said and they were ready for the journey of another day. They had traveled for one hundred and twenty-nine days after leaving Independence, Missouri, when on the 29th of August, 1838, they reached Whitman mission, where they were joyously greeted by Dr. and Mrs. Whitman and Rev. and Mrs. Spalding, who had been anxiously awaiting them. Mr. and Mrs. Gray became the assistants of Rev. and Mrs. Spalding, who were in charge of the mission at Lapwai. Mrs. Gray earnestly undertook the task of teaching the Indian women and children and soon was instructing a band of fifty or more natives whom she taught under a pine tree until a log schoolhouse could be built. It was a primitive structure with puncheon seats and earth floor. There Mrs. Gray continued her labors until November, 1842. Her well trained voice proved a potent factor in her work. When she first joined in the singing at family prayers Rev. Spalding realized what a power her voice would be in his Sunday worship and requested her to take charge of that part of the service. The Indians, too, were visibly impressed by her singing and spoke of her as "Christ's sister," and told the tale of her music long afterward. No doubt the awakening powers of her voice, coupled with her rare sweetness of character, had much to do with bringing about the great revival among the Nez Perce Indians. Several hundred made confessions of religion and the influence was at least in a degree lasting, for years after Mr. Spalding left that field the Indians in many of the lodges continued to read the Bible, to sing hymns, to pray and return thanks at their meals.

In November, 1840, the Gray family came to the Willamette valley, Mr. Gray having severed his connection with the missions to accept the appointment of secular agent for the Oregon Institute. The journey to the coast was one of untold hardships, the parents, their son and two daughters floating down the Columbia to Clilo in a bateau belonging to the Hudson Bay Company. Believing that the trail would be safer than the turbulent waters of the Columbia near the cascades, Mr. Gray arranged that he and his family should proceed on the backs of Indian ponies, but when they were deep in the mountains they encountered a severe snow storm which not only imperilled their lives but rendered further travel impossible. Some of their Indian guides were then sent to Fort Vancouver for help. At the Columbia the red men found a canoe in which they proceeded down the river and when Dr. McLaughlin heard that a woman and little children were snowbound in the mountains he at once sent a boat manned by Hudson Bay Company men to their relief. Mrs. Gray's calm faith and belief

that all would yet be well served to keep up the courage of the others and as the relief party were making their way up the Columbia, there came to them upon the wings of the wind the strains of a song that she was singing. Thus they directed their course to where the little party were imprisoned. They returned with the family to the river bank where embarkation was made for Fort Vancouver.

From that time forward the work of Mr. and Mrs. Gray proved a strong force in advancing the religious development of Oregon and also the temperance and educational work. Their home was the center from which radiated social and reform movements. In 1846 they assisted in forming on Clatsop plains the first Presbyterian church in the northwest. The strongest influences in life are often the most intangible and who can measure the work of this noble couple who were never contented with second best but chose those things which are highest and holiest. Every movement or measure for the promotion of truth, justice and righteousness received their support and many such found their impetus in their home. In 1870 they returned on a visit to their old home in New York, going from Portland to San Francisco and thence across the continent by rail, accomplishing in a few days a journey to which they had devoted months when they made their way on horseback to the Pacific coast thirty-two years before. It has been said of Mrs. Gray that her presence was gentle and dignified. Many there are yet who bear testimony to the nobility of her character. She possessed a pure spirit and a strong soul and was so pacific in her disposition that under the severest tests she remained calm and self-possessed. Her last words were a prayer that her husband, children and friends might join her in the Father's house not made with hands. She passed away at her country home, the Clalskanie farm, December 8, 1881, when nearly seventy-two years of age, survived by her husband and seven of the nine children born unto her. The high sensitiveness of her nature was tempered by a serenity that had its root in an unwavering faith. She never faltered when she believed that the work before her was that which her maker intended that she should do. Of a most quiet, refined nature, her life was a restraining power to the spirit of lawlessness which is too often an element in a new community where an organization of society and of government has not been effected. While her words carried weight and influence, the beauty of her own Christian life and spirit constituted a still stronger power for good.

WILLIAM SWEENEY.

When determination and industry enter the list against poverty and obstacles the result is almost certain, for the former qualities are invincible and although the contest may be long, victory is the ultimate result. William Sweeney was numbered among the self-made men who start out empty-handed and by energy and perseverance work their way upward. He was born in Londonderry, County Monaghan, Ireland, October 15, 1830, a son of John and Sarah (Hamilton) Sweeney, the latter of Scotch descent. Both, however, spent their last days on the Emerald isle.

William Sweeney pursued his education in the schools of his native city and in his youthful days worked with his father, who was a farmer. He also traveled extensively in his early manhood, going to China, Australia, the Philippines and other parts of the world. He participated in the Crimean war in an English regiment and his broad and varied experiences gained him an interesting knowledge of the world and its peoples. About 1870 he came to America and made his way to Portland by the isthmus of Panama route. Here he was employed in various ways until he turned his attention to street contracting, in which business he continued during the greater part of his remaining days.



WILLIAM SWEENEY



On the 20th of April, 1876, in Portland, Mr. Sweeney was united in marriage to Miss Ellen Maleff, a daughter of Edward and Mary Ann (Kells) Maleff. Mrs. Sweeney was born in County Cavan, Ireland, where her father followed the occupation of farming. Both he and his wife died in their native country. Mrs. Sweeney came to the United States when about twenty-six years of age and, having relatives living in Illinois, made her way to that state, where she remained for about three years, after which she came to Portland and here gave her hand in marriage to William Sweeney. They began their domestic life on the same corner where Mrs. Sweeney is now living, having at that time a small five-room cottage, which has been replaced by a fine modern residence. At that time there were few neighbors in the immediate vicinity, for this section of the city was then but sparsely settled. Unto Mr. and Mrs. Sweeney were born a son and daughter. William E., of Portland, is now deputy sheriff. He married Mrs. Margaret Viggart, a widow, who by a former marriage had one child, Margaret. Sarah E. became the wife of David Shepherd, of Portland.

Mr. Sweeney became one of the early members of the Independent Order of Odd Fellows in Portland and was also one of the early and faithful members of the Presbyterian church. In politics he was a strong republican but could never be induced to hold office. Just before he was married he purchased the lot at the corner of Northrup and Fifteenth streets, and there built a little cottage. As the years went by he prospered and became the owner of other real estate which enabled him to leave his widow in comfortable financial circumstances. He died January 24, 1910, and after cremation his ashes were taken to Riverview cemetery. Mrs. Sweeney is a member of the Episcopal church and her many good qualities of heart and mind have made her favorably known. A residence of forty years in Portland brought to Mr. and Mrs. Sweeney a wide acquaintance and during that period they had seen many changes as the small town was converted into a city of metropolitan proportions and conditions.

CHARLES MCGINN.

While making his home at the present time in Los Angeles, California, Charles McGinn was for many years a resident of Portland, actively and successfully engaged in business here in the conduct of an extensive bakery and cracker factory. He dates his residence on the Pacific coast from 1854 and through much of the intervening period has been a well known representative of trade interests in this city.

He was born at Three Rivers in the province of Quebec, Canada, July 13, 1831, a son of Charles and Bridget (Conroy) McGinn, both of whom were of Irish descent. The father, who was a merchant, died during the early boyhood of his son Charles. The community in which they lived was almost entirely composed of French settlers and therefore Charles McGinn very early acquired a knowledge of the French language, speaking it with the fluency of a native son of France. He pursued his education in Nিকেlett College, just across the river from his native town, and after leaving school devoted his attention to farm work until 1849, when he crossed the border into the United States, hoping to have better opportunities in a country where the spirit of enterprise is more strongly developed. Settling in New York city, he there began teaching French and during the five years of his residence in the eastern metropolis he also learned the baker's trade. About that time, however, the tide of emigration was flowing steadily westward and in 1854 he started for San Francisco as a passenger on the old Star of the West. The journey was by way of the isthmus of Panama and up the Pacific coast to San Francisco, where Mr. McGinn remained for a few months.

The 16th of June, 1854, witnessed his arrival in Portland, where lived some of his relatives who had been writing to him of the advantages and opportunities of the western country, hoping to induce him to come to the northwest. He settled at Oregon City and after a short time removed to Salem but later he joined a stepbrother at Port Oxford, where he followed mining for about a year, and was then obliged to discontinue on account of the shortage of water necessary in mining operations. He then returned to Oregon City and secured employment at the baker's trade with Thomas Charman and Arthur Warner. There he continued until 1856, when he returned to Portland and entered the employ of A. Strong & Company, bakers, with whom he continued until about 1860. In that year he embarked in business on his own account, establishing a bakery at the corner of Main and First streets, whence he afterward removed to Madison and First, continuing at that location for fifteen years. Subsequently he conducted his bakery on Washington street, where he remained successfully in business until about 1895, conducting an extensive business as a baker and cracker manufacturer. With the passing years and the growth of the city his trade had steadily increased until it had reached large proportions, returning to him a gratifying annual income that brought him to a position among the men of affluence in this city and permitted of his retirement from active business in 1895. He then established his home at the corner of Twenty-third and Johnson streets, where he lived until 1898, when he removed to California for his health and has since made his home in Los Angeles. He sold his business to his son Edward, who is still conducting it in Portland.

Mr. McGinn was married on the 20th of April, 1858, at Hamilton, Canada, to Miss Anna Maria Hill, a native of that country and a daughter of Michael and Mary (O'Rourke) Hill, who were of Irish descent. Mr. and Mrs. McGinn have become the parents of twelve children. Henry E., the eldest, an attorney of Portland, is mentioned elsewhere in this volume. Mrs. J. T. Shea, of Portland, is the second of the family and has nine children: Mrs. Ethel Castleman; Charles A.; Mrs. Anna Stearns, who has one child, Jane T.; Mabel; Frank; Ivala; Gilbert; Edmund and Dorothy. The third child in the McGinn family died in infancy, and Gilbert, the fourth, is also deceased. Edward E. is living in Los Angeles. Walter A. is a resident of Oklahoma. Edith M. is with her parents in Los Angeles. John L., of Fairbank, Alaska, married Miss Elsa Searing and they have two children, Laura E. and John. Katherine F. is the wife of a Mr. Butz, of Arizona. Margaret is the wife of a Mr. Stuart, of Los Angeles, and has one child, Virginia. Charles, who was an attorney, is now deceased, and the youngest child died in infancy.

Mr. McGinn has always been a republican, casting his first presidential vote for Abraham Lincoln. He and his family are all members of the Roman Catholic church. During his long residence in Portland he won the favorable regard of all with whom business or social relations brought him in contact. In his commercial life he established a reputation for enterprise, diligence, careful management and thorough reliability, while in social circles he gained warm friends through his geniality, courtesy and deference for the opinions of others.

ANDREW J. DUFUR, JR.

A half century has passed since Andrew J. Dufur, Jr., came to Oregon. His father crossed the plains in 1859 and the family came a year later by the water route and the isthmus of Panama. Andrew J. Dufur, Jr., was born in Williamstown, Orange county, Vermont, August 29, 1847, his parents being Andrew J. and Lois (Burnham) Dufur. The father was born in New Hampshire, September 15, 1815, and came of a family of French origin, the name being originally spelled Dufour. At an early period in the colonization of this country the an-



A. J. DUFUR, SR.

who is living on her father's farm; Anna, the wife of H. A. May, of Portland; and Belle, who died at the age of three years.

Mr. Dufur is a member of the Odd Fellows Lodge, No. 71, at Dufur, in which he has passed all of the chairs. His has been an active life, characterized by intelligent and progressive management of business affairs, and for a considerable period he figured as one of the most prominent representatives of agricultural interests in the Columbia valley. The success which is his is the fitting crown of his labors, having come to him as the logical sequence of his energy, determination and keen business sagacity.

FRANKLIN IDE FULLER.

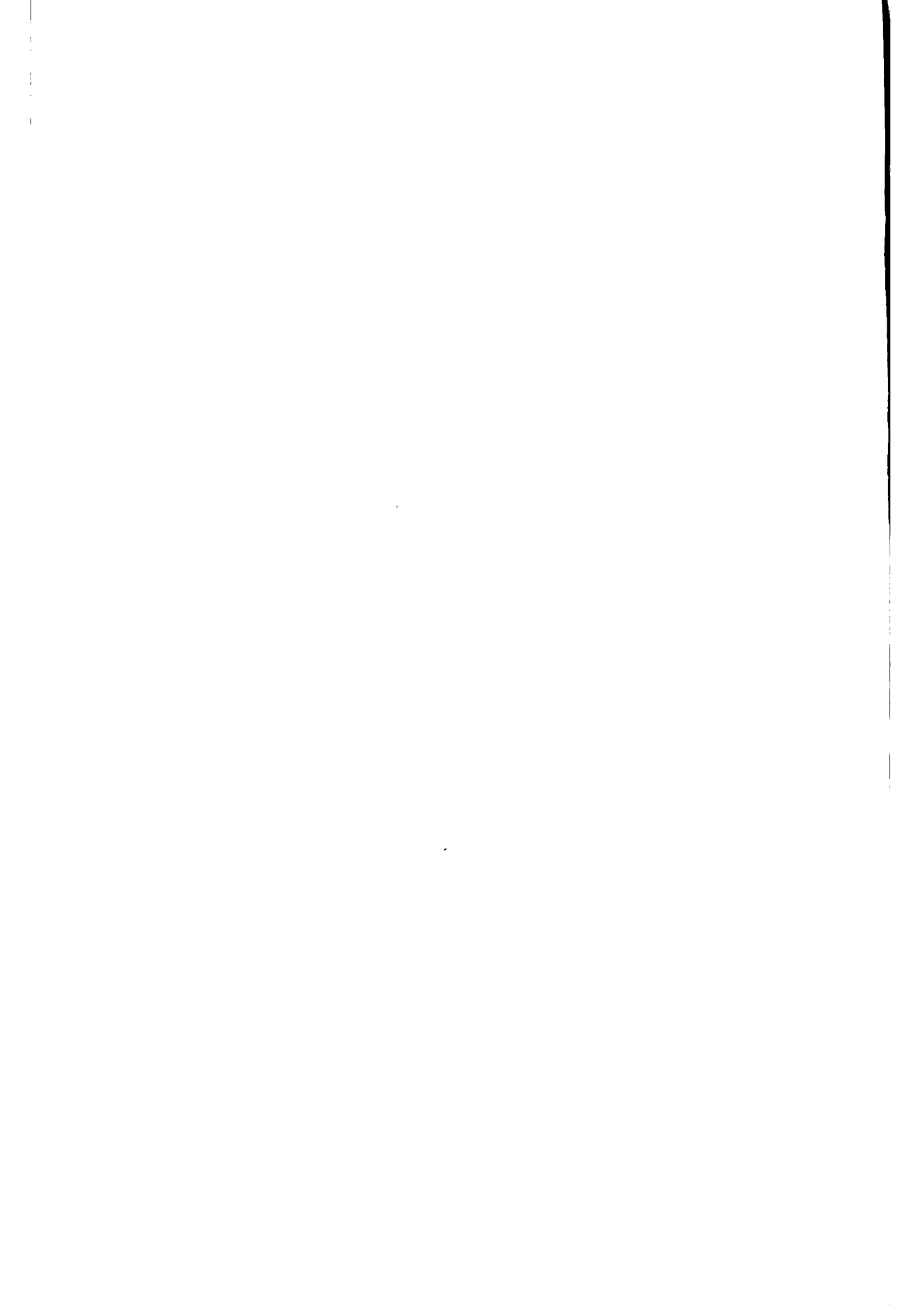
An analysis of the life record of Franklin Ide Fuller brings to light the fact that no unusual circumstances have played a part in the attainment of his present position of distinction as vice president of the Portland Railway, Light & Power Company. Not by leaps and bounds, but by steady progression has he reached the position which he now occupies, ever recognizing the fact that the present and not the future holds his opportunity. Moreover, an understanding of the Roman maxim, "There is no excellence without labor" early found lodgment in his mind, and therefore upon close application and thorough mastery of every task and preparation for duties of larger responsibility rests his success. He has developed power of organizing that enable him to coordinate forces into a harmonious whole, and his initiative spirit allows him to readily solve intricate problems.

In a review of his life, one is reminded of the statement of Colonel Roosevelt, "that the strongest men of the country are those of eastern birth and training who seek the opportunities of business life in the west." Mr. Fuller is a native of Providence, Rhode Island, and a representative of one of the old New England families. He was born May 29, 1858, a son of Leonard F. and Mary I. Fuller. After mastering the branches of learning taught in the public schools of his native city, he turned his attention to civil engineering and became a student in the office of the city engineer of Providence, under whose guidance he received both theoretical and practical training, while his efficiency won him promotion through the various departments in the office through his four years' identification therewith. At the end of that time he entered the railway service and was engaged on location and construction work in the states of New York and Wisconsin.

The year 1883 witnessed Mr. Fuller's arrival in Oregon, and as representative of the Northern Pacific Terminal Company, he was connected in his professional capacity with railway and other improvements then in progress. When the failure of the Northern Pacific improvements under Henry Villard caused the cessation of railway work in the northwest, Mr. Fuller turned his attention to contracting, in which business he continued for four years, giving his attention largely to railway and heavy timber work. He afterward went to Oswego, Oregon, where he spent three years with the Oregon Iron & Steel Company during the construction of its blast furnace and pipe foundry, acting as assistant to the manager of the company and later as manager of the foundry. On the expiration of that period he devoted a year to the real-estate business, and in 1892 entered the field in which he has since been engaged, becoming manager of the Portland Cable Railway Company. Since that time he has been one of the most important factors in the development of street railway interests in this city. The company later became the Portland Traction Company, and he occupied the position of manager until 1900, when the Portland Traction Company and the Portland Railway Company amalgamated their interests, Mr. Fuller then becoming general manager of the latter and so continuing until 1904, when consolida-



FRANKLIN I. FULLER



tion was effected between the Portland Railway Company and the City & Suburban Railway Company, forming the Portland Consolidated Railway Company. Mr. Fuller remained in the position of general manager for a year, at the end of which time the properties were purchased by the Clark & Seligman interests of Philadelphia and New York, at which time the Portland Railway Company was organized with Mr. Fuller as its president. He continued as its chief executive officer until the Portland Railway, Light & Power Company was formed, of which he became the vice president.

The Successful American has said of him: "No man in Portland has such a complete knowledge of the development of the street railway system of the city as Mr. Franklin Ide Fuller, vice president of the Portland Railway, Light & Power Company, a large corporation. For the past fourteen years Mr. Fuller has been directing the street railway lines of Portland, and has been the man who, more than any other, brought the traction lines to their present excellent condition. None other has had so large a part in the development of the surface lines from horse and cable car service to modern, powerful electric cars of the latest pattern. Under Mr. Fuller's direction the city street car lines have kept pace with the growth of the city, until Portland is acknowledged to have a service on its traction lines second to no city in the country. A scenic line has been built around Portland Heights, and has lately been extended by a loop circling Council Crest, the highest point near the city, which overlooks the city and surrounding country. This line is a very popular one, and vies with the road up Mount Tamalpais in scenic attractiveness."

On the 14th of April, 1886, Mr. Fuller was married in Portland to Miss Anna Jessie Parrish, a daughter of L. M. Parrish, one of the old pioneers of this city. Mr. and Mrs. Fuller have one son, Leonard F., who is now a student in the mechanical and electrical engineering department at Cornell University at Ithaca, New York.

The parents are members of the First Presbyterian church, and Mr. Fuller belongs to the Arlington Club and to the Commercial Club, being one of the board of governors of the latter. He is also a member of the Society of American Engineers and is deeply interested in engineering work. Those who meet him find him an approachable, genial gentleman, always willing to accord courtesy at once to those who visit him in business hours, notwithstanding the fact that his time and attention are largely demanded by the grave railway problems that confront him, the ready solution of which has constituted a potent force in keeping Portland's traction interests at the high standard of service which is today maintained.

ALBERT B. RECTOR.

Albert B. Rector, a contractor and merchant of Vancouver, Washington, is a native of Norwich, New York, where he was born March 10, 1872. He was reared in the parental home and received his education in the public schools of his native town. During his boyhood the family removed to Ohio and after two years' residence in that state came west to St. Louis, Missouri. He began his business career as salesman for Culver Brothers, stove manufacturers, of St. Louis, continuing in the Missouri metropolis for four years. Having gained a fair knowledge of the business and desirous of seeing more of the world, he went to San Francisco in 1892, there continuing in the employ of the St. Louis firm, being identified with the collection department. In 1896 he was sent by the firm to Oregon and remained in its employ until 1901, making a total period of thirteen years with the firm with which he began business.

During this time his services had been eminently satisfactory to his employers, but he desired to enter a new field, and going to Mentone, California,

he engaged in the orange raising business until 1904, when he sold out and returned north to Oregon. After serving for one year in the employ of the Moore Lumber Company, he was identified with A. Wolff & Company of Silverton, Oregon, until 1906, when he entered into partnership with the firm of Sanborn, Cutting & Company and came to Vancouver to take charge of their teaming and contracting business at this point. In September, 1907, he acquired the ownership of the Vancouver interests of the firm, which he conducted until August, 1908, since which time he has been senior partner of the firm of Rector & Daly, the junior member being Charles Daly. The firm also operates in Portland as Wilson, Rector & Daly. The firm deals extensively in contracting, street grading, teaming and also in the coal, sand and gravel business. It carries eighty men upon its payrolls and gives employment to forty teams, and is one of the flourishing concerns of western Oregon.

At St. Paul, March 3, 1908, Mr. Rector was united in marriage to Miss Maude Coile and one child has been born of the union, Herman Daly Rector. Mr. Rector is a member of the Benevolent and Protective Order of Elks and the Improved Order of Red Men. He came to the Pacific coast eighteen years ago and for the last five years has been in business on his own responsibility. He has demonstrated a zeal and business talent that are among the prominent traits of successful men. In a calling that is perfectly congenial to his mind, he is making excellent progress and his name is associated with a substantial and growing business that gives promise of large development in the years to come.

ROBERT WILLIAMS.

Robert Williams, a veteran of the Indian wars of the northwest, as well as of the civil war, and later continuously connected with the military service of the country until honorably retired on the 28th of April, 1896, has through much of this period been identified with the northwest. The history of the military events of this section in both its prosaic and poetical phase, is indeed familiar to him. A native of North Wales, he was born in the parish of Llanfair, Anglesey, May 13, 1834, the eldest of a family of five sons and a daughter. In March, 1850, he started for the new world, landing at New York on the 6th of April, 1850, as a passenger on the American ship Washington. He at once went to Lancaster, Pennsylvania, where he had an uncle living with whom he resided, and by whom he was employed at slate roofing for the period of a year. His uncle, who was also his guardian, then indentured him for a period of five years to learn the tinsmith's trade, and although he did not find this a congenial pursuit, he nevertheless became a fair mechanic.

Having always evinced a great love for military life, this taste, combined with a romantic disposition, led Mr. Williams finally to enlist in the United States army, February 28, 1855, at Philadelphia. A few days afterward he and several other recruits were sent to Governor's Island, in New York harbor, and on the 5th of May left there with a detachment of one hundred and fifty recruits assigned to the Fourth United States Infantry on duty in California, Oregon and Washington. They were passengers on the steamer George Law until Aspinwall was reached, and thence by rail they proceeded across the isthmus of Panama, where they embarked on the Pacific mail steamship Golden Gate, for San Francisco, where they arrived about the 1st of June. There they took passage on the steamer Columbia for Fort Vancouver, Washington, arriving at their destination on the 7th of June. Mr. Williams was assigned to Company H, Fourth United States Infantry, commanded by Captain Henry D. Wallen, a strict martinet, but a very efficient officer, who prided himself on the fact that he had the best drilled company in that famous old regiment, which then had many dis-



ROBERT WILLIAMS

tinguished officers on its roll, several of whom made brilliant military records in the civil war, including Captain U. S. Grant, Captain C. C. Augur, Captain A. D. Russell, Captain George Crook, Captain Hunt, Captain Henry D. Wallen, Lieutenant Phil H. Sheridan, Lieutenant Robert McFeely, Lieutenant Henry C. Hodges and others. It was fortunate for Mr. Williams that he was assigned to such a well drilled company. It taught him to be a competent drill instructor and commander of arms, and proved to be of great benefit to him when the war of the rebellion began.

In the fall of 1855 nearly all of the Indian tribes in the northwest, headed by the powerful and warlike Yakimas, united in formidable force and made war upon the settlements of Oregon and Washington territory. The fighting between the soldiers and Indians was at times of a serious and desperate character. Mr. Williams participated in the Yakima campaign of 1855 under command of Major Gabriel Rains, Fourth United States Infantry, which had its first skirmish with the Indians at a gap in the mountain range through which the Yakima river flows. The river was at that time very high, swift and impassible for infantry. The Indians had gathered there in strong force to resist the crossing of the troops but a small body of dragoons, under command of Lieutenant Phil H. Sheridan succeeded in crossing, notwithstanding the strenuous resistance of the red men. The latter then fled, but were pursued by Lieutenant Sheridan and a small force for a distance of a mile or more, but a large force of the Indians defiantly remained on the tops of the mountains, confronting the troops and opposing their further advance into their country. However, they were driven out by the troops before darkness set in, but by daylight were back in large numbers, occupying the mountain tops and determined to fight and oppose any further progress of the soldiers into their country. Two companies of infantry were ordered to ascend the mountain as was done on the previous afternoon. The troops succeeded in dislodging the enemy in gallant style. The Oregon Volunteer Infantry, commanded by Colonel Nesmith, immediately flanked the position held by the Indians, upon the discovery of which movement they fled to their fastness as speedily as their horses could take them. The command then quietly proceeded on its journey to the Catholic mission. A snowfall of six inches deprived the horses and mules of pasturage and thus the troops were prevented from prosecuting the war until the following spring. The regular troops returned to their respective stations at The Dalles, Fort Vancouver and the Presidio in San Francisco. Shortly afterward Sergeant Mathew Kelley, Company H, Fourth United States Infantry, and eight privates, Mr. Williams being among the number, were sent on detached service to occupy and garrison a small blockhouse on the north bank of the Columbia, about a mile and a quarter below the upper Cascades and opposite the foot of the rapids swirling down from the great falls of the upper Cascades. This was known as the middle blockhouse—a very important point in the line of travel, over which all supplies for all points up or down the river had to be transported. The Indians, thoroughly aware of the importance of this point, had mustered a large force of warriors and made a simultaneous and unexpected attack upon the settlement at the upper Cascades and upon the blockhouse at the middle Cascades at about eight o'clock on the morning of March 26, 1856. They held both places and the entire portage besieged until the morning of the third day, when two hundred and ten men, under Lieutenant Col. Edward J. Steptoe, Ninth United States Infantry, arrived from Fort Dalles, Oregon, in relief of the settlers, and recaptured the portage.

It was while endeavoring to get relief to the imperiled detachment at the middle blockhouse and to recapture the portage that Lieutenant Sheridan, who was in command of forty men of Company H, Fourth United States Infantry from Fort Vancouver, gave the first intimation of his afterward brilliant military career. His name was mentioned in paragraph eight, general orders No. 14, of 1857, for special gallantry in performing that duty. Sergeant Mathew Kelley and those under his command were credited with like special gallantry in paragraph four of the same general orders. The casualties were: "Citizens, ten killed,

ten wounded; soldiers killed, three, and wounded, two; Indians captured by Lieutenant Sheridan's command No. 28, nine of whom were found guilty by the military commission which tried them of being active leaders in the atrocious massacre." They were executed immediately thereafter by hanging. The full account of the tragic affair was written by Mr. Williams and published in the Sunday Oregonian of November 15, 1896. He was honorably discharged from the United States army, February 28, 1860, at Fort Cascades, Washington territory. He then went upon a visit to Wales, his native country, and also traveled extensively through England and Scotland. When at Edinburgh he became acquainted with Miss Elizabeth J. Turnbull, a daughter of Walter and Agnes Turnbull, of Kelso, Scotland, and they were married by the Rev. A. K. H. Boyd, of St. Bernard's parish, June 7, 1860. They left the next day for the United States and made their home on a farm near Hazelton, Buchanan county, Iowa, from July, 1860, until November, 1877.

In response to President Lincoln's call for seventy-five thousand men to serve for ninety days in suppressing the rebellion of seceding states against the government, Mr. Williams enlisted at Dubuque, Iowa, April 22, 1861, in the Governor's Grays, which subsequently became Company I of the First Iowa Volunteer Infantry. He was assigned to the position of drill instructor of the company from the time it received its arms until it was ordered into the field of war. He participated in the battle of Wilson creek, Missouri, August 10, 1861, where the gallant and lamented Gen. Nathaniel Lyon lost his life, and Mr. Williams was slightly wounded in the leg. He then joined the Twelfth Iowa Infantry October 29, 1861, and was elected second lieutenant of Company E on that day, promoted to first lieutenant on March 6, 1863, and to captain May 28, 1863. He participated in the engagements at Fort Donelson, Tennessee, February 15, 1862; Shiloh, April 6, 1862; Jackson, Mississippi, May 14, 1863; Vicksburg, from May 18th to July 4, 1863; Jackson, Mississippi, again when they captured it a second time; Tupelo, July 14-15, 1864; and was verbally complimented by Major E. M. Vanduzee on his retirement for gallantry in the last action for engaging and retarding, while on the skirmish line, the advance of the rebel column. He was taken prisoner at the close of the first day's battle at Shiloh and confined in the Confederate prison pens for six months, there suffering indescribable hardships and privations. He was paroled at Libby prison October 13, 1862.

After engaging in farming in Iowa for about fifteen years, Captain Williams joined the ordinance department of the United States army November 28, 1877, and was appointed sergeant of ordinance on that date. He served continuously in the grade until the day of his retirement April 28, 1896, and continues to hold that rank at the present time.

The children of Mr. and Mrs. Williams are: Mrs. Mary J. Anderson and Arthur E. Williams of 397 Twelfth street, Portland, Oregon; Charles R. Williams, residing at No. 765, Second street, Portland; and Mrs. Agnes E. Tooley, 712 Twelfth street, Vancouver.

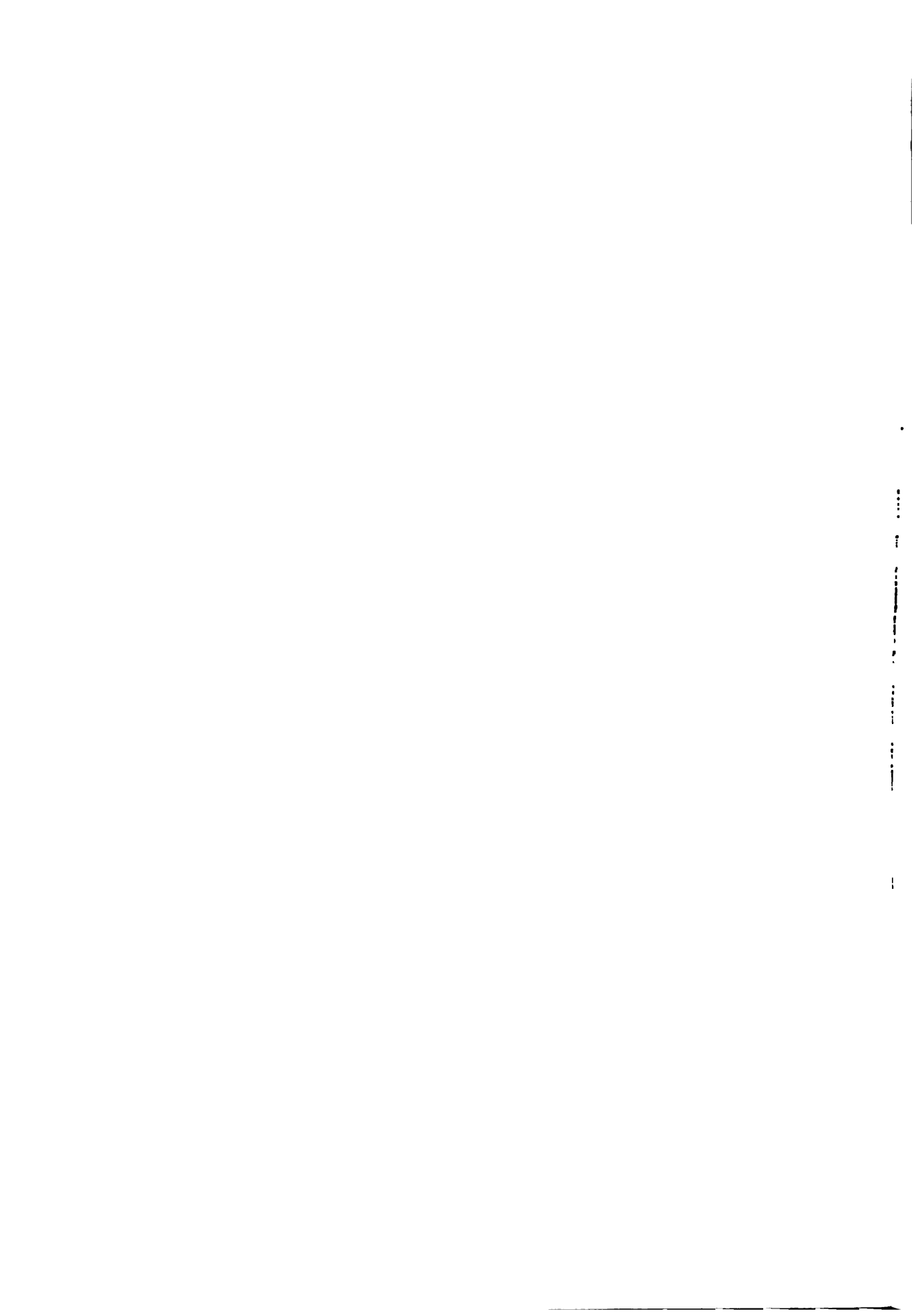
PHILLIP J. ZELLER.

The name of Phillip J. Zeller, now deceased, was long associated with the grocery trade in Portland and a spirit of enterprise characterized him in all of his business transactions. He was a native of Berncastel, Prussia, Germany, born January 25, 1838, and a son of Jacob J. Zeller. His mother died when he was very small. His father, who was a butcher by trade, continued to reside in Germany until his demise.

Phillip J. Zeller attended school there and was in the postal service for some time. No mere fancy or spirit of adventure brought him to America, the matured judgment of manhood prompting this step. He carefully considered the possi-



PHILLIP J. ZELLER



bilities for advancement in his native land and in the new world, and his judgment spoke in favor of the latter, so in 1870 he came with his wife and children to the United States, landing at New York. From that point he went to Wilkes Barre, Pennsylvania, where he worked for a time in the employ of others, and then engaged in business on his own account as a clothing merchant. For about ten years he remained in that place and devoted a part of the time to the conduct of a grocery store. He afterward spent a year in Wisconsin on account of his health becoming greatly impaired and physicians advising him to leave Pennsylvania. Removing to Michigan, he was engaged in the grocery business for seven years at Menominee. The year 1889 witnessed his arrival in Oregon, at which time he took up his abode in Portland and opened a grocery store at the corner of Fremont and Mississippi avenue. There he built a business block and carried on his store therein until 1898, when he retired and turned his business over to his son, who was proprietor of the store until 1906, when he sold out.

Mr. Zeller was married in Germany, June 27, 1864, to Miss Josephine Didas, a daughter of Urban and Frances Didas, natives of that country. On account of his wife's health Mr. Zeller took her to Germany in 1874, but she died there. They had three children: Frances, now of Portland; A. R., of Portland, who married Helen Sharkey and has three children, Phillip, Rudolph and Marie; and Elizabeth, who died at the age of six years.

The death of Mr. Zeller occurred July 20, 1910, and his remains were interred in Mount Calvary cemetery. In his political views he was an earnest democrat from the time that he became a naturalized American citizen, but he would never consent to become a candidate for office. He was a communicant of the Catholic faith and his life was in consistent harmony therewith. In business his close application and unfaltering energy were the basis of his success and his life is a practical illustration of the possibilities for accomplishment on this side of the Atlantic, where labor is unhampered by caste or class.

JAMES S. CHURCH.

James S. Church, who has for the past twenty-seven years been engaged in the sawmill business in western Oregon, was born at Afton, Wisconsin, August 20, 1858. He was educated in the common schools, but at the age of eighteen years set out to seek his fortune in the west. Oregon presented an attractive field for a young man looking for work and eager to take advantage of any opportunities for advancement that might appear. He began in a sack factory at Albany, which was in charge of Wheeler Church, an uncle. Later he engaged in steamboating and as bookkeeper for A. J. Richardson, a wheat buyer, at Buena Vista. It was in this place that he gained his first knowledge of the milling business, to which he has devoted his attention successfully for many years. In 1883 he came to what is now Albina and associated with C. P. Church and Joseph Delay in a large sawmill, producing most of the lumber that was used in the construction of the Portland Flouring Mill. After the completion of the mill he entered the employ of the company with which he has since remained.

On the 27th of December, 1879, Mr. Church was united in marriage to Margaret E. Smith, a daughter of Dr. J. A. and Eliza J. Smith, of Cedar Rapids, Iowa. Nine children were born of this union, of whom seven are now living: Charles, who is associated with his father in the mill; Ethel C., now Mrs. Scott Kent; Bernice, the wife of Dorr B. Wagoner; Mildred L.; Steven A.; Wilmot F.; and Oliver S.

Mrs. Church is a niece of William Hampton Smith, a pioneer of 1859, who crossed the plains, starting from Cedar Rapids, Iowa, of which city the father of Mr. Smith was one of the founders. A large party was made up for the

journey, but many difficulties arose in the long and toilsome trip across the plains and mountains and before the end was reached many members of the party were claimed by sickness and death. The survivors came by way of California and located at Eugene, Oregon, where Mr. Smith found employment as clerk in a store and teacher in the village school. In the fall of 1865, with his father and brothers, he started the Oregon Pottery Company, the first manufactory of stoneware that was launched in the northwest. After several years' connection with this enterprise he left Eugene and located at Fort Clatsop in Clatsop county, where he resided until 1882, when he reentered the pottery business, founding at Portland the Western Clay Manufacturing Company, which under his management became highly successful. Mr. Smith was a man of unusual mental power and an original thinker in many lines. At the time of his death, July 13, 1910, in his seventy-fourth year, he had completed five books which were ready for publication. The list includes a geological work, a political work and a volume containing reminiscences of his trip across the plains and two works of fiction. He was always a public-spirited man and a profound believer in the effect of education in elevating the life and character of the individual.

Mr. Church is a member of the Independent Order of Odd Fellows, the Knights of Pythias and the Artisans, and both he and Mrs. Church are members of the Patton Methodist Episcopal church. In his various duties as head of the family and as a citizen of an enterprising community he has performed an honorable part, and he has many friends who regard him as a safe counselor and one whose example is even more effective than words.

JOHN E. STANSBERY.

John E. Stansbery was numbered among the early settlers who established homes on the present site of Portland when it was little dreamed that the boundaries of the city would cover what was then farm and timber land. In the district known as Woodlawn he carried on agricultural pursuits for a number of years and was numbered among those who laid the foundation for the more recent development and upbuilding of the district.

He was born in Clark county, Indiana, April 14, 1825. His parents, J. E. and Esther (Stucker) Stansbery, were early settlers of that county and it was there that their son John pursued his education as a pupil in the pioneer schools. After putting aside his text-books he learned the cooper's trade and also followed farming, to which occupation he had been reared, early becoming his father's assistant in the work of the fields. In earnest toil, in which there were also hours of recreation, his youth was passed, and in the period of early manhood, when twenty-three years of age, he was married and later removed to Wayne county, Iowa, where he took up land from the government and made his home for a short time. Subsequently he removed to Jefferson county, that state, where he resided until 1862, when he brought his family to Oregon.

Like many of the emigrants who had preceded him, he crossed the plains with an ox team, and the long, hard journey was concluded by his arrival in Portland in September, 1862. Soon afterward he went to Hillsboro, where he lived for a year, when he returned to Portland and about that time purchased a donation claim which now covers the site of Woodlawn. Upon that place he took up his abode. It had but slight improvements upon it. There was a small house made of split wood and the kitchen had only a hard dirt floor. In that the family began keeping house, but as soon as possible Mr. Stansbery erected a fine residence. With characteristic energy he began the improvement of his farm, converting the wild land into productive fields, from which he annually gathered good crops. His labors were of a practical and progressive character and transformed his farm into a fine place.



JOHN E. STANSBERY



Mr. Stansbery was married in 1848 to Miss Anna M. Hughes, a daughter of William Hughes. Her birth occurred in Clark county, Indiana, February 11, 1827, and by her marriage she became the mother of thirteen children. The death of Mr. Stansbery occurred in March, 1882. He was a member of the Masonic fraternity and an active and devoted member of the Methodist church, his labors proving a factor in the upbuilding of the church and the extension of its influence. His wife survived him for twenty-three years, passing away on the 10th of March, 1905. At the age of sixteen years she united with the Methodist church and her life was ever an expression of her Christian faith. She was often heard to remark: "If I have flowers I will present them while on earth, that their fragrance may do good. The earth is where the flowers and smiles and praises are needed, not after death." Her life was an exemplification of that sentiment. She was ever ready to aid those in need and by a cheery smile and word of encouragement helped many a fellow traveler upon life's journey. Her splendid qualities of heart and mind made her beloved by all and the deepest regret was felt by those who knew her when she responded to the call of death and was laid to rest by the side of her husband in Columbia cemetery.

OSCAR L. CLYDE.

Among the well known citizens of western Oregon whose career presents features of unusual interest is Oscar L. Clyde. He was born in Mercer county, Pennsylvania, May 20, 1843, and is a son of James and Katherine Clyde, both of whom were natives of Pennsylvania and died leaving their son to make his own way in life.

Oscar L. Clyde did not possess the advantages of education such as are presented to the young people of today. His education was limited to a few weeks or months at a district school in the winter time and the knowledge which he has gained has been mainly in the training school of experience. At the age of eight years he went to Illinois, where he remained for about a year. The three years following were passed by him at Davenport, Iowa. He then took up his residence in Linn county, Iowa, where he aided his stepfather in the work of the farm. On the 18th of July, 1861, in response to the call of President Lincoln for three hundred thousand volunteers, Mr. Clyde, then a stalwart youth of seventeen, enlisted in Company D, Eighth Iowa Infantry, under Colonel Fred Steel. The regiment was assigned to Camp McClellan at Davenport, Iowa, where it remained drilling until the September following. It was then sent to Benton Barracks, St. Louis, Missouri. The regiment was placed under Fremont's command until February, 1862, when the Eighth Iowa was ordered to Pittsburg Landing, Tennessee, where it took part in the great battle at that place and Private Clyde and many of his companions were captured. They were sent first to Jackson, Mississippi, and later to Mobile, Montgomery and Tuscaloosa, Alabama, and then to Montgomery, where many of the men were paroled. At Huntsville, Alabama, the paroled men reentered the Union lines. There were so many prisoners captured at Pittsburg Landing from the Eighth Ohio Infantry that the regiment lost its organization. However, at Benton Barracks, in February, 1863, it was reorganized with the same officers that had commanded it originally. Upon its reorganization Oscar L. Clyde was made corporal. The regiment joined Grant and Sherman at Duckport, Arkansas, took part in the noted campaign of General Grant in and around Vicksburg, and engaged in two important assaults on the 19th and 22d of May, 1863. Originally Mr. Clyde enlisted for a term of three years, but at the expiration of this time the entire regiment reenlisted as an organization on the 1st of June, 1864. After reenlisting he was made sergeant of his company and was given a furlough of thirty days, during which time he went home and greeted old friends whose

faces he had not seen for three long years. At the close of his furlough he was assigned to provost duty at Memphis, Tennessee, which continued for ten months, and then went to New Orleans under General Canby, later taking part in the Mobile campaign. To the Eighth Iowa was given the honor of leading the charge at Spanish Fort, opposite Mobile. In this death to death struggle the regiment lost sixty-eight of its brave men. Mr. Clyde served through the campaigns on General Canby's staff with the rank of second lieutenant. As the war spirit subsided, the army was gradually reduced and on the 9th day of October, 1865, he was mustered out of service at Tuskegee, Alabama. His regiment was mustered out on the 10th of April following, at Selma, Alabama. After leaving the army, Lieutenant Clyde returned to his old home in Linn county and, like thousands of other young men who had stood face to face with death in defense of their country, he laid aside the sword and patriotically resumed the pursuits from which he had been diverted by the greatest conflict that the world has known. He located on a homestead in Morrison county, Minnesota, and conducted a farm except for five years, when he engaged in the hardware business.

The Pacific coast held out attractions to ambitious men, and in 1890 Mr. Clyde went to San Diego county, California, continuing upon a ranch there for four years. In 1895 he removed to Pasadena, where for five years he was in the service of the Pasadena & Pacific Railroad Company. At the end of this time he came north to Olympia, Washington, where he located for a short time and then removed to White Salmon, and in 1904 to Park Place, Oregon, where he has since been engaged in ranching. Mr. Clyde has always taken the interest of a patriotic citizen in public affairs. He was justice of the peace in Morrison county, Minnesota, and deputy sheriff of the same county. He also acted as city constable of Little Falls, Minnesota, and after coming to Oregon was school clerk and treasurer of district No. 48, Clackamas county.

On the 22d of January, 1864, Mr. Clyde was married to Abbia A. Stevens, a daughter of Prince and Asenith Stevens of Maine. Five children have been born to Mr. and Mrs. Clyde: Ida A., the wife of Joseph M. Ledoux; Charles E., a merchant of Salem, Oregon; James B., a ranchman of California; Frank L., superintendent of the Los Angeles Pipe Company; and Ella May, now Mrs. H. T. Bechtel of Olympia.

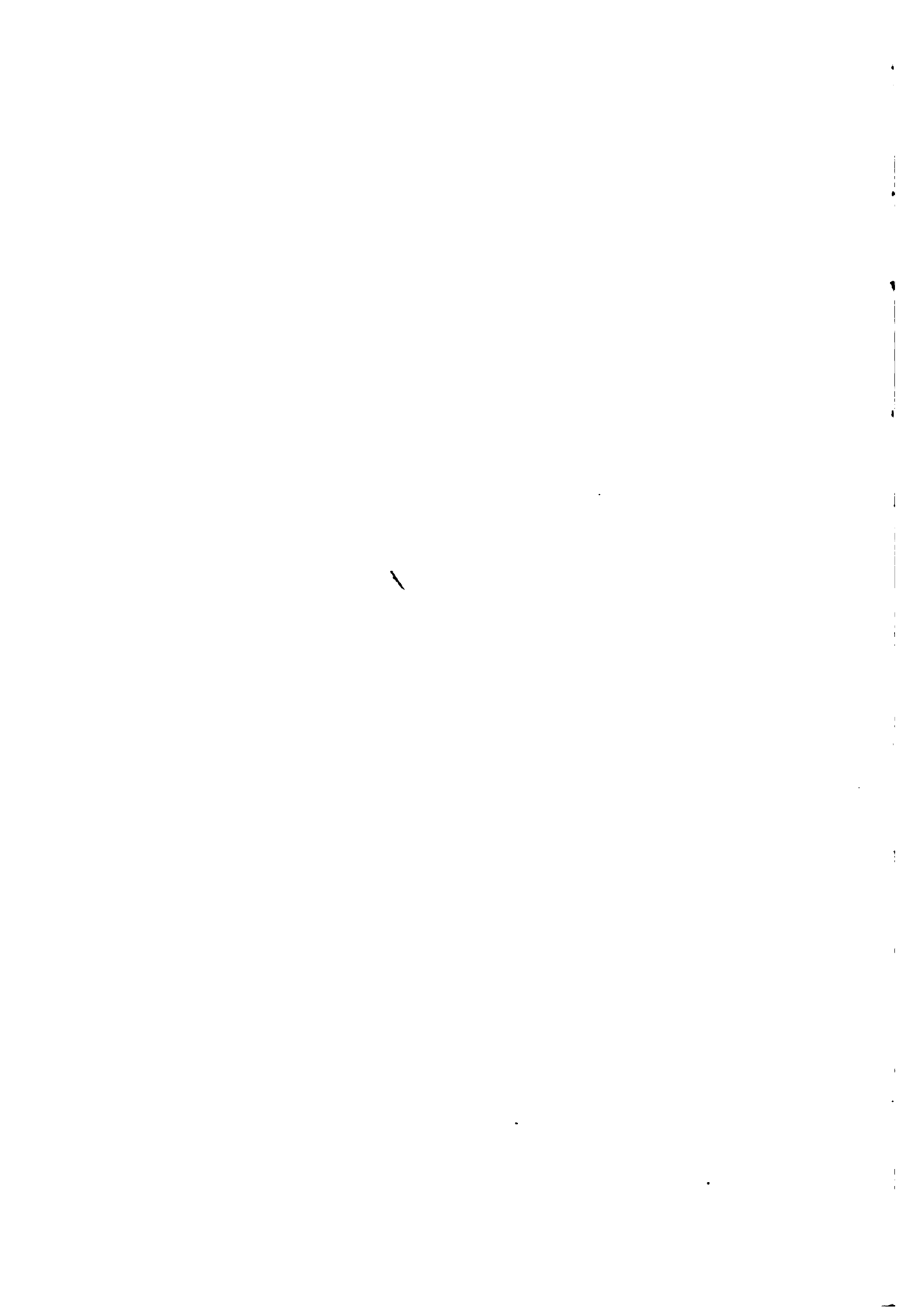
Mr. Clyde is a member of the local Grange, of the blue lodge and chapter of the Masonic order, of the Knights of Pythias, and of Mead Post No. 2, Grand Army of the Republic. He has for many years been identified with the Congregational church, and in his private life has been controlled largely by the lessons of alertness, perseverance and attention to duty which he had so deeply impressed upon his mind while fighting for the Union cause. To him, as to many other young men of the country, the great Civil war was a college of instruction, where the lessons of life were enacted under conditions that made an indelible impression and where also many of the leaders who have been for years most prominent in the American republic laid the foundation of a character which has made them what they really are today—the admiration of the world.

ISAAC JOSEPH LAWLER.

There is no one in Portland who has enjoyed the manly sport of driving a fine roadster who has not heard of or personally known the late Isaac Joseph Lawler, who for a long period was proprietor of the Club Stables and was regarded as authority upon the subject of fine horses. Moreover, he was a man of such genial temperament and kindly spirit that he made friends with all with whom he came in contact and his death was, therefore, the occasion of deep and widespread regret when, on the 9th of June, 1908, he passed away in the city of Portland. He was a native of Ireland, his birth having occurred in Dublin, on



ISAAC J. LAWLER



the 22d of April, 1844. His parents were Edward and Christina (Hill) Lawler, whose ancestral record is one of close connection with the early history of the British Isles. His mother belonged to the Hills of Brey near Dublin.

Isaac J. Lawler, who was the youngest of seven sons and one daughter, was educated in the Christian Brothers schools of Dublin and early in life turned his attention to his father's business, the latter being well known as a liveryman and horse dealer between Dublin and Liverpool. One brother, Edward Lawler, was well known in Ireland as a successful steeple-chase rider. After spending some years in Roscommon, Ireland, Isaac J. Lawler, attracted by the opportunities of the west, sailed for New York city in 1865 and two years later went to San Francisco by way of the Nicaragua route. A few years later he came to Portland, where he was employed until 1884. His perseverance, industry and capable management at length enabled him to engage in business on his own account and in this he was associated with his brother John, who had also come to the west. They purchased a quarter of a block of ground at the corner of Fifteenth and Couch streets and there established a livery business, in which they were associated for two years when the brother retired, Isaac Lawler purchasing his interest. His increasing patronage, resulting from his capable management and the wise direction of his interests, brought him a business that forced him to double the size of the building and he afterward purchased the remaining half block, where still stand the Club Stables. In this business he continued to the end of his life. The Club Stables in the palmy days of "gentlemen's roadsters," before the automobiles were heard of, were the rendezvous for the various owners of the roadsters of that time. Many pleasant hours were there spent after the White House drive was over for the evening, talking over the merits of their respective horses. Mr. Lawler, by reason of his well known business integrity and the sound judgment which he displayed concerning horse flesh, merited the patronage which he received in those days, which "are gone, never to return, as far as the roadster is concerned." This has become only a chapter of Portland's history, for the owners, too, have mostly passed away with the horse.

On the 9th of September, 1873, Mr. Lawler was united in marriage to Miss Honora M. Egan, a daughter of the late John H. Egan, who was also born in Dublin, Ireland. Her father was a Mexican veteran, who had seen hard service as a sailor in that war. He was also a soldier in the Indian wars and did active and beneficial work in suppressing the uprisings among the red men. He was one of the nine men who camped on Battle Rock during the Rogue River war. They were attacked by the Indians and a fierce battle ensued, in which two of the white men were injured, while a dozen or more of the Indians were killed. Mr. Egan has left a graphic account of this engagement. He married Maria Darling, who was also numbered among the pioneer residents of this district, having crossed the continent with the Belshaw party in 1853. She was married the same year in Portland and thereafter Mr. and Mrs. Egan continued to reside in this city with the exception of four or five years spent upon a farm on the Chehalem mountain. Four children were born unto them. The husband and father passed away May 29, 1887, while the death of Mrs. Egan occurred September 9, 1902. The only surviving member of the family is Mrs. Lawler, who by her marriage became the mother of three daughters and twin sons. The eldest daughter, Mary Christina, became the wife of Charles Fort Schmerhorn, of Des Moines, Iowa, Portland, Oregon, and Honolulu. She was a popular high-school girl and was graduated with the class of February, 1894. After her marriage to Mr. Schmerhorn she resided in Honolulu for over a year and thence removed to Los Angeles, California, where her husband engaged in business. She died in that city, April 16, 1907, leaving an infant son, who died two months later. Mrs. Schmerhorn was mourned not only by her old friends and school-mates but also by the many new ones she had made in her travels, for she was a bright girl, with a lovable disposition. She was also quite talented with the brush,

her painting in oil and water colors being especially good and showing much talent. Kathleen Lawler Belcher is the wife of Professor J. W. Belcher and is well known throughout Portland and this state as a concert and choir singer of note, having held for seven years the difficult position of the soprano singer in St. Mary's cathedral. At the present writing she is the soprano soloist in the White Temple choir, where her husband, Mr. Belcher, has been director for many years. Miss Nona Lawler, the youngest daughter, is also possessed of a beautiful voice and is rapidly coming to the front in Portland as a vocalist. The sons Gerald and Emmet Lawler are at present carrying on the business left to them by their father.

The death of the husband and father occurred in Portland, June 9, 1908. He was an active member of the Catholic church and received all the benefits of that church at his death. In politics he was a staunch republican and was always interested in the leading questions and issues of the day. He took an active part in everything that related to the general welfare and cooperated in many movements which were of benefit to Portland. Those who knew him, and his friends were many, found him not only a reliable business man but also an entertaining gentleman, of genial social nature, of unflinching good humor and of unfaltering courtesy.

MRS. S. LANGILLE.

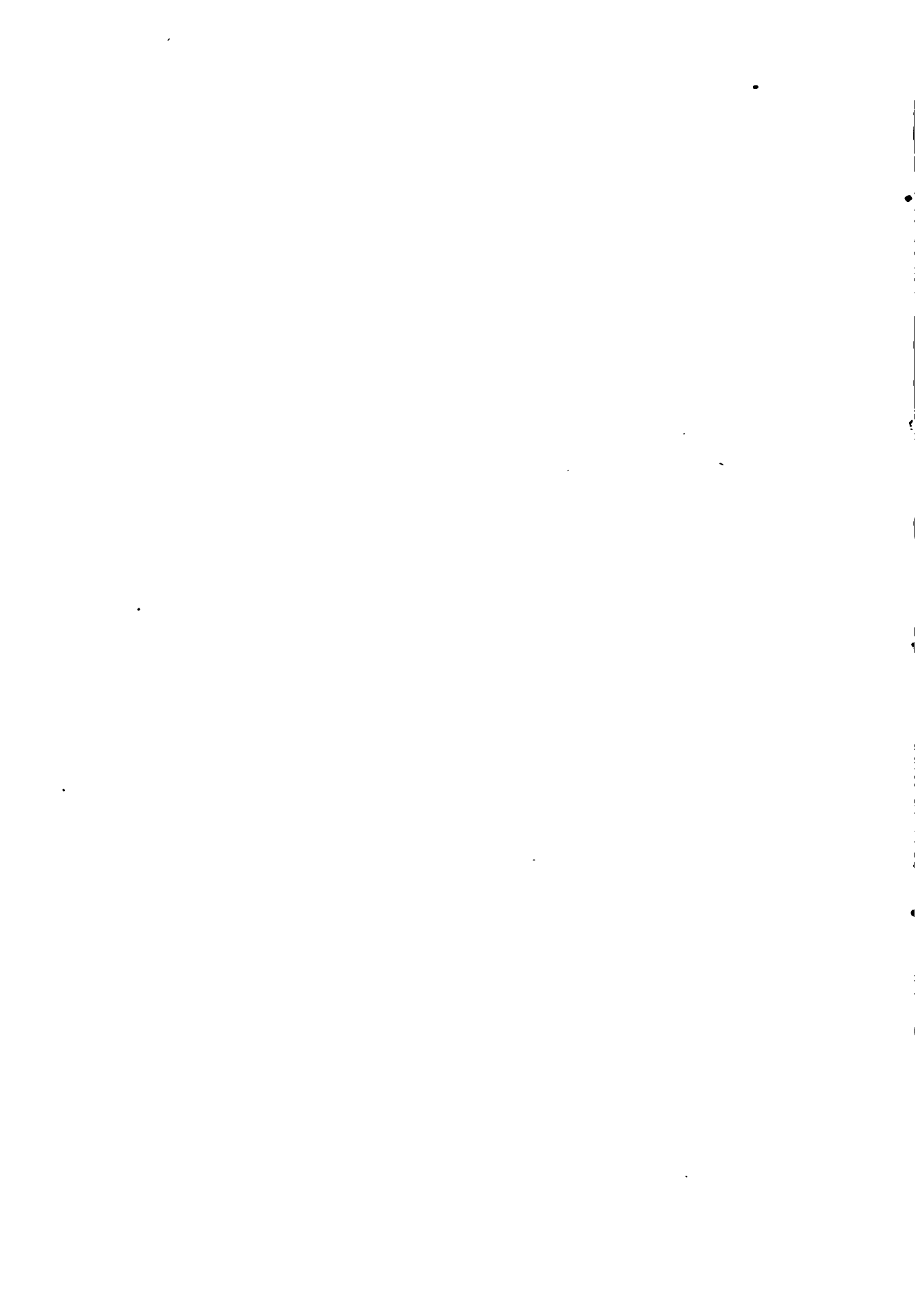
Mrs. S. Langille now makes her home at No. 683 Wasco street in Portland. She has a wide and favorable acquaintance in this city and, moreover, is pleasantly remembered by the great majority of tourists who visit the northwest, for during sixteen summers she was in charge of Cloud Cap Inn. She was born in Yarmouth county, Nova Scotia, a daughter of Israel and Elizabeth (Flint) Harding. Her father was also a native of that county and was a tanner by trade. She spent her girlhood days in the parental home, was educated in the place of her nativity and was trained to the duties of the household, so that she was well equipped to take charge of a home of her own at the time of her marriage, which occurred in June, 1867. She became the wife of James E. Langille, who was born in Pictou county, Nova Scotia, March 12, 1840, and is of Swiss-French descent. He attended school where he was born and learned the wheelwright's trade but spent most of his early life as a ship-builder. In 1867 he went to California and two years later his wife joined him. In 1871 they returned to the east, settling in Yarmouth county, Nova Scotia, but in 1878 removed to Massachusetts. About 1880 they became residents of Chicago, where Mr. Langille followed the carpenter's trade and assisted in building the town of Pullman, Illinois.

In 1883 they removed westward to Oregon, settling in the Hood river valley, where Mr. Langille took up one hundred and sixty acres of land, upon which he built a log cabin. In 1889 he had charge of the building of the Cloud Cap Inn.

After living upon the farm about nine years, Mrs. Langille secured a legal separation and in 1891 took charge of Cloud Cap Inn, which, with the aid of her sons, she conducted for sixteen seasons. This is a most unique and attractive hostelry, situated at snow line on Mount Hood. The hotel is built of logs and the structure is chained to the rocks so that it shall not be carried away by the fierce winter winds that sweep over the mountains. While primitive in style, it is thoroughly comfortable, and the air of cheeriness given by the blazing logs in the great fireplace was enhanced by the hospitable welcome which Mrs. Langille always extended to the hotel guests who, gathered around the fire in the evening, seemed more like a large family than transient visitors. The outlook from the hotel is one of rare beauty. The great snow summit of Mount Hood appears above and in the distance are seen the snowy slopes of Mount



MRS. S. LANGILLE



Rainier, Mount Adams and Mount St. Helens, seen across a broad expanse of valley and lake. One of the chief points of interest to the tourists is the ascent of the mountain, from which on clear days one can look abroad over the great grain fields of eastern Oregon and to the west to the Pacific ocean, while the great Columbia river from that height looks like a tiny ribbon threading the green. The effect of the sunset on Hood and the other snow-capped mountains is beautiful beyond description. It was here that Mrs. Langille spent sixteen summers, attending to the comfort of the guests at the inn, and her hospitable manner as well as the splendid view made a visit there one never to be forgotten.

Mrs. Langille has three sons: William A., who was born August 18, 1868, is now forest superintendent of the southeast reserve in Alaska. He was one of the first to land supplies at Dawson during the great gold rush in Alaska, and was the first to make an ascent on the north side of Mound Hood, hitherto considered inaccessible. Herbert B., who was born January 27, 1871, is now an electrical engineer living in the Hood river valley. He is a graduate of the Leland Stanford University, and married Tessie Conroy, a native of Ireland. Harold D., born September 19, 1874, is manager for the J. D. Lacy Timber Company. He resides at home with his mother.

ANDREW ROBERTS.

The subject of this sketch was born at Dundee in the county of Forfar, Scotland, August 12, 1821. He was the youngest son of David Roberts, of Bonaboal, a linen manufacturer and descendant of a Huguenot family who were driven from their home in Picardy owing the religious persecution which followed upon the revocation by Louis XIV, on October 18, 1685, of the edict of Nantes.

The father of Andrew Roberts, born December 16, 1784, married Janet Arkley, a daughter of James Arkley, of Nether-Muir. They had three sons, the youngest being Andrew, who was left an orphan at the age of two years. He was adopted by a relative who brought him up under the strictest rules of the Presbyterian faith. Passing the early years of his life on a farm on the banks of Loch Fithie, he attended school until apprenticed to his brother David, who was in business in Forfar and a deacon of his corporation. In 1842 he took passage on the ship Norfolk for New York, where he was in business for nine years.

Mr. Roberts was married in 1847 to Sarah Elizabeth Vandenhoof. In 1851, with his wife and son he sailed for San Francisco by way of Chagres and Panama (the old isthmus route) up the Chagres river to Gorgona and thence by mule across the portage to Panama, where they were detained until the arrival of the steamer Columbia on her way out from New York to take her place on the route between San Francisco and Portland, Oregon.

Reaching San Francisco Mr. Roberts rented a store on Clay street near the postoffice but soon after moved to Merchant street, where the May fire destroyed the building but he succeeded in saving a large portion of his goods. Another store was soon built on the ruins of the old one, which he kept until the June fire, 1852, when he was again burned out, losing everything. Soon after he met Patrick Raleigh and on his advice he moved to Portland, where they formed a co-partnership which continued until the fall of 1854. He then moved to Corvallis, then called Marysville, where he carried on a general merchandise business under the firm name of Roberts & Holgate. In 1866 he returned to Portland and engaged in the manufacture of clothing. In 1871 the firm of Fishel & Roberts was established, which became the leading clothing establishment in Portland. In 1882 Mr. Fishel retired and Mr. Roberts conducted the business alone until 1888, when he associated with him his son-in-law Philip S. Malcolm, who was married to his

only daughter, but business still continuing under the name of 'A. Roberts until his death, August 24, 1898.

Mr. Roberts lost his wife in 1866 and his only son was drowned on the 4th of June, 1872. These bereavements sorely afflicted him. Mr. Roberts was an enthusiastic Mason. He filled high offices in the various branches of the order and received the thirty-third degree for long and faithful service. As merchant, citizen and man he was universally respected in the community where he had so long lived. He never sought office nor publicity and much of his life was employed in unostentatiously bestowing charities and doing deeds of kindness for his fellowmen.

SAMUEL B. SCHWAB.

For more than thirty years Samuel B. Schwab, now deceased, was identified with the business interests of Portland and gained a position as one of the leading printers of the city. He was a man of sound principles and he made a success not only as a business organizer and manager but also in the development of an upright character, leaving a reputation which it is not possible for mere acquisition of wealth to bestow.

Mr. Schwab was born at Catasauqua, Lehigh county, Pennsylvania, near the city of Philadelphia, March 17, 1858. He was the son of Solomon and Caroline Schwab, both of whom were of German descent. His grandfather was a scholar, a professor in one of the institutions of learning in the fatherland and well known as an accomplished linguist. Solomon Schwab came to America and for over thirty years was manager for a navigation company in Pennsylvania. He gave his son a good common-school education and at fifteen placed him in a printing office at Catasauqua to learn the printer's trade.

Two years later Samuel B. Schwab, then seventeen years of age and ambitious to see the world and enter upon an active career, traveled westward and arrived in Portland in August, 1875. Here he met a brother, Richmond H. Schwab, who had preceded him and was engaged in the printing business as Schwab & 'Anderson. The younger brother entered the employ of this firm, which had been established for some years, and continued until 1882, when Richmond H. Schwab disposed of his interest in the business. In 1883 the two brothers formed a partnership as Schwab Brothers' Printing Company, the office being located at the corner of Front and Washington streets. Here they continued with growing success until 1897, when the elder member of the firm retired and Samuel B. Schwab assumed charge of the business. In the meantime, however, it had been incorporated. Mr. Schwab bought out all the other stockholders except Ben F. Greene, who is the present manager of the company known as the Schwab Printing Company, Mrs. Schwab being president of the company and her daughter Marguerite secretary.

Mr. Schwab departed this life December 11, 1907, and his remains repose in Greenwood cemetery. He was a member of Columbia Lodge, A. F. & A. M., and of the Multnomah Athletic Club, being a charter member of the latter. He was for many years a member of the Presbyterian church and always adhered to the republican party, but was never a seeker for office. The business of which he was the head at the time of his departure is firmly established and is one of the paying concerns, with a constantly broadening outlook. Although its dominating mind was called to other scenes the principles upon which the business was founded were correct and it is still conducted on the original basis of giving honest value in return for valued received—the only lasting basis for any legitimate undertaking in the business world.

Mr. Schwab was united in marriage, by Rev. A. L. Lindsley, at Portland, August 3, 1881, to Miss Octavia Jackson McCamey, daughter of Dr. Mahlon



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SAMUEL B. SCHWAB



Conrad and Sarah Elizabeth (Turpin) McCamey. Mrs. Schwab was born in Richmond, Virginia, and was named in honor of General Stonewall Jackson, who was a friend of the family. The grandfather of Mrs. Schwab was a Virginian and owner of a large plantation well supplied with slaves before the Civil war. The McCameys are of Scotch descent and Mahlon McCamey became a physician and located at St. Catharine, Missouri, where he was a prominent practitioner in the latter part of the '50s. He entered the service of the Confederacy and lost his life in the Civil war. Mrs. McCamey, the mother of Mrs. Schwab, is of German descent and is now living in Portland, having come to this city at the close of the war with her family of three children. Here she has since resided.

Three children were born to Mr. and Mrs. Schwab: Samuel B. Jr., who was born August 21, 1884, and was called to rest at nineteen years of age, January 1, 1903, when just at the opening of a promising career; Marguerite, who was born November 7, 1888, and is now living at home; Genevieve, who was born August 23, 1897, and is also at home.

In contemplating the career of a life like that of Samuel B. Schwab we are reminded of the saying that a man should be judged not by the fortune he accumulates but by the use he makes of his opportunities in assisting others. The measure of a man's value is the amount of lasting benefit his life is to the world. Judged by this standard the life of Mr. Schwab was a success. Kindness and consideration for others were predominating traits of his character and it is always these traits that indicate the superior man.

JACOB S. LARUE.

The early settlers of Oregon are fast passing away, and the time is not far distant when the last of the pioneers shall have joined the great throng that has journeyed from this world to a world beyond. Among the names of those who early appeared on the scene and whose earthly labors ceased more than forty years ago is that of Jacob S. LaRue. Three generations of descendants of this intrepid pioneer are now living, and it is eminently proper that the name of LaRue should be given a permanent place in a record which will be read long after all who are now living have been called to their reward.

Jacob S. LaRue was a native of New York state and was born in October, 1829. He was a son of Jacob and Johanna (Smith) LaRue, and as his name indicates, was of French descent. He gained the rudiments of an education in the common schools, but his real education was derived from contact with the world, the New York boy proving an apt scholar. At his old home he worked in a sawmill until about twenty or twenty-one years of age, when he emigrated to the frontier in Illinois and located in Rock Island county on the western border of the state. Here he was married and a month later, in 1853, he and his wife started across the plains with an ox team and wagon, his father-in-law also being a member of the party, with three wagons. The journey was accomplished without serious inconveniences as some of the members of the party were old plainmen and knew how to avoid dangers that proved great impediments to others. Arriving in Oregon, Mr. LaRue located on a spot sixteen miles from Portland in Washington county, the home place being still owned by members of the family. He bought three hundred and twenty acres of land from his wife's uncle, James M. Rowell, and the couple set up housekeeping in a slab house of cedar, consisting of three rooms. The furniture and cooking utensils were of the most primitive style, but it was a happy household, and the energetic head of the little family soon had a sawmill erected and in working order. After operating the sawmill for several years he sold out and moved to Yamhill county, where he bought the old Bird place, where the town of St. Joe now stands. He

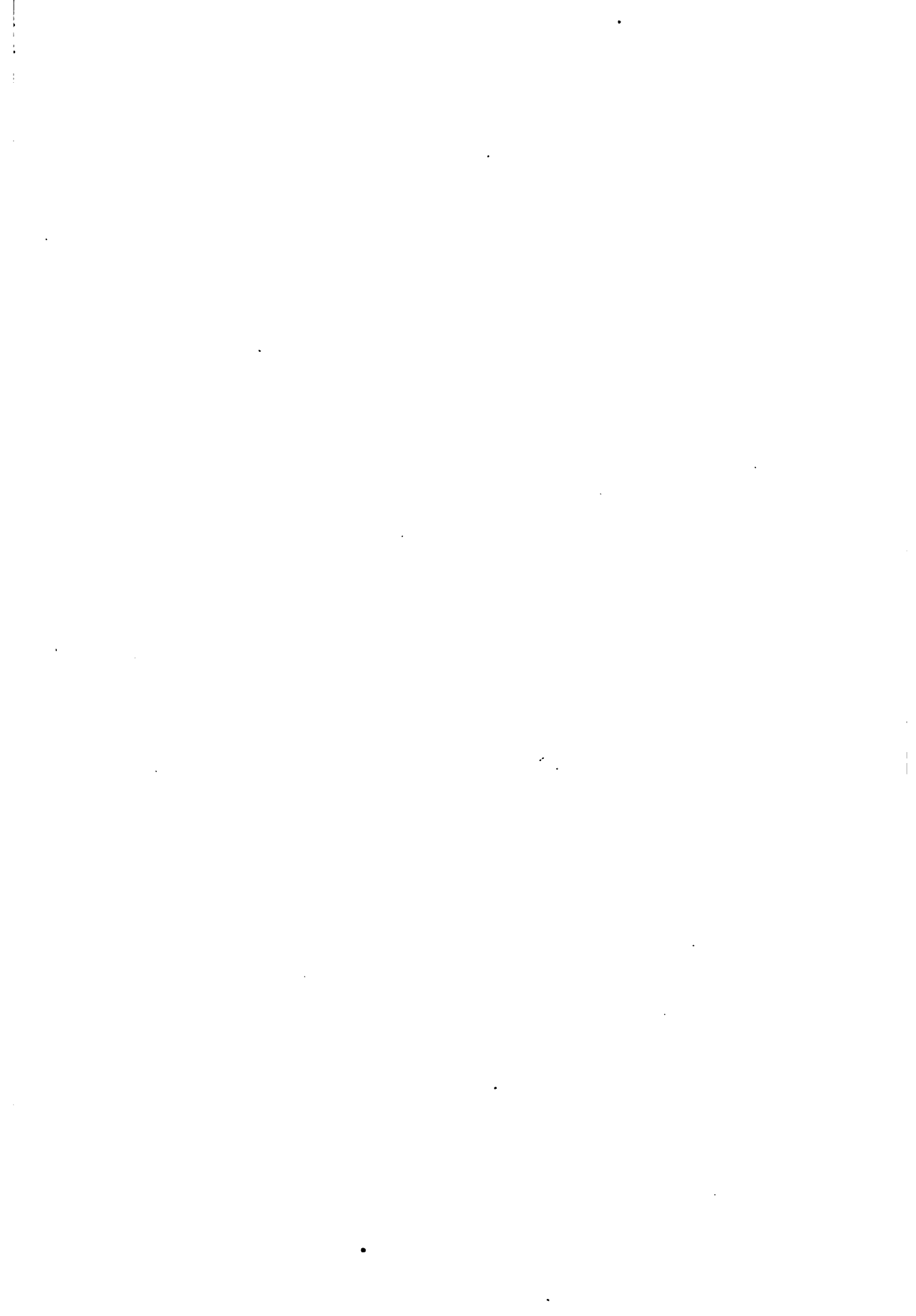
lived here three years, but at the age of thirty-seven was seized with an illness from which he never recovered. He died on the 6th of December, 1866. His body was interred in the local burial ground, but later it was taken up and removed to Washington county, where it now reposes. Mr. LaRue was a leader in his community and was recognized as a man of intelligence, well balanced character and commendable energy. He served as road superintendent and justice of the peace, and his farm was one of the best in Yamhill county.

Mr. LaRue was united in marriage March 2, 1853, to Miss Lydia W. Rowell, a daughter of Ziba M. and Frances (Sears) Rowell. Mrs. LaRue, who is still living, is a native of Hartford, Vermont. Her father was born in New Hampshire. He learned the shoemaker's trade at the beginning of his active career and kept a store in Lowell, Massachusetts. He removed to Michigan with his family and farmed there for three years. From Michigan he removed to Whiteside county, Illinois, where for seven years he farmed on a much larger scale than in Michigan; but Rock Island county offered still more promising inducements and he settled near Port Byron, on the Mississippi river, in that county. Mr. Rowell was an ambitious man, and when the California gold excitement swept through Illinois he believed he could secure independence for his family in a much less time in the mines than by the more conservative occupation of tilling the soil. So he joined the gold hunters and was one of the successful miners on the Feather river. The gold which came to him in liberal quantities he invested in a company which built a dam to provide water for the placers. The plan seemed absolutely sure of success, but the rain fell in torrents and a flood swept the dam away, and with it vanished the hopes of the investors. Mr. Rowell returned to Illinois in the fall of 1852 and the following summer crossed the plains to Oregon, locating in Washington county on a claim adjoining that of his brother previously mentioned in this article. Here he lived until his death, September 16, 1860. He was a good farmer and was highly respected by his friends and neighbors. In Illinois he was identified with public affairs and for some years, as the most prominent man in the community, acted as justice of the peace. His wife before her marriage was Frances Sears, and she traced her descent directly back to the Pilgrims who came over in the Mayflower. She was born in Plymouth, Massachusetts, in 1802, and survived her husband twenty-five years, being called to her final rest in April, 1885. Seven children were born to Mr. and Mrs. Rowell: Thomas C. and Susan T., twins, both of whom are deceased; Maria L., who has also passed away; Lydia W., who became the wife of Jacob S. LaRue; James B. and John D.; twins, the former of Yamhill county and the latter now deceased; and Ziba A., deceased.

The fourth child of Mr. and Mrs. Rowell, Lydia W., through her marriage with Jacob S. LaRue, became the mother of six children. Emily M. is now the wife of B. C. Guild, of Cowlitz county, Washington, and they have six children: Osa F., now the wife of Samuel Cates, of Washington, and the mother of eight children; Jacob J., who married May Klady and has four children; Len W.; Nell, now deceased, who married Della Klager and had a daughter; Alice, who became the wife of George Ernst and has three children; and Linda M., who is now Mrs. Judson Oliver and has two sons. Ziba M. LaRue of Forest Grove, Oregon, married Hattie Folsom and has one daughter, Eleanor E. Mary A. became the wife of David H. Ikerd, whose death occurred April 31, 1889. Leonard, of Woodland, Cowlitz county, Washington, married Melvina Grime and has three children: Elmer G., Lydia C. and Bartlett C. Bartlett R. LaRue, the fifth in order of birth, is now deceased. John S., of Woodland, Washington, married Abbie Neal, who is deceased, and had one child, who has also passed away.

Mrs. Lydia W. LaRue, the widow of Jacob S. LaRue, has been a resident of Oregon fifty-seven years, and since 1881 has made her home in Portland. She is a member of the Pioneer Society and, having early experienced the joys and sorrows, the trials and triumphs of the pioneer days, few members of the so-

ciety are better able to describe the scenes of those times. Younger generations have appeared; by the genius and power of man the face of nature has been changed and a new world of resources and possibilities has been uncovered in the northwest. It is through the sacrifices of men and women such as braved the perils of the trail and the lonely life of the cabin in the wilderness that the freedom and blessings of today were made possible. As time passes, this fact will be more clearly appreciated, and in every state of the Union will be erected enduring monuments which will be reverently dedicated to the pioneers.



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